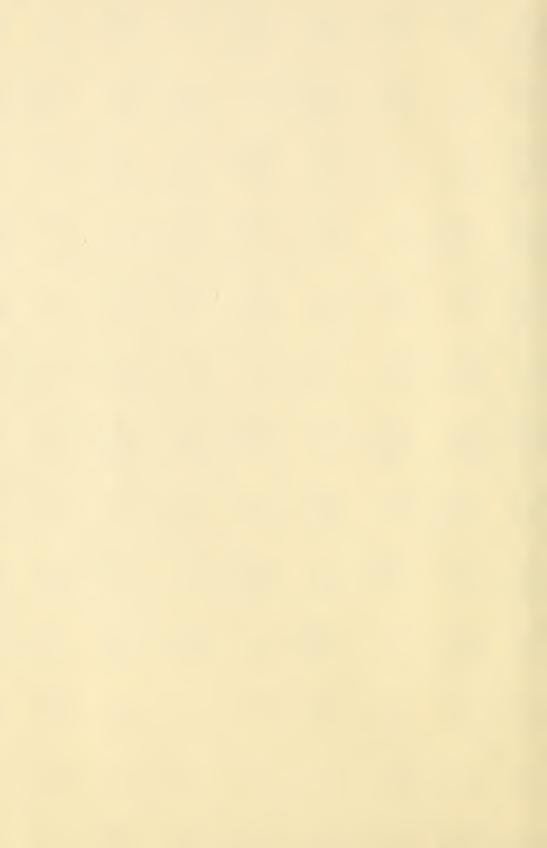
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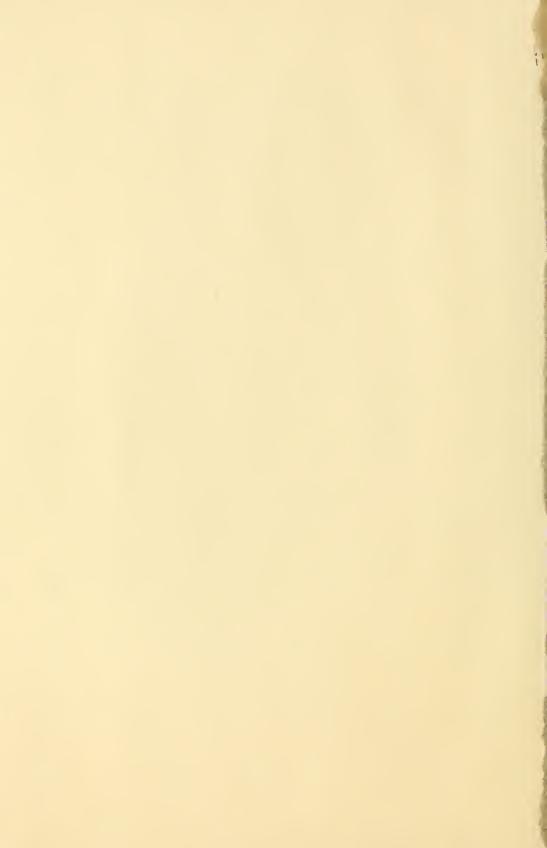


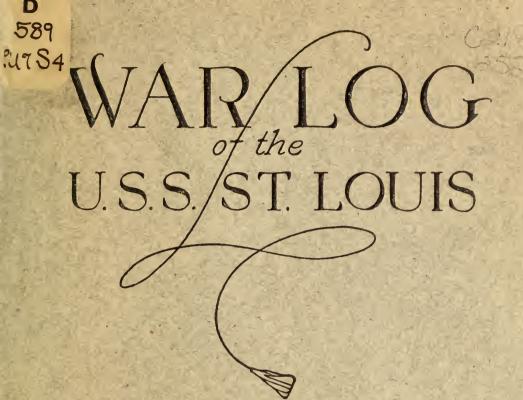












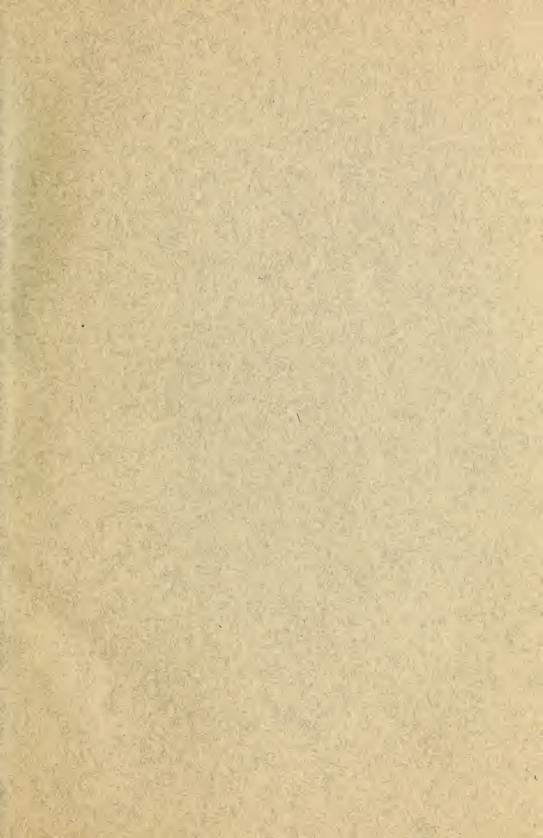


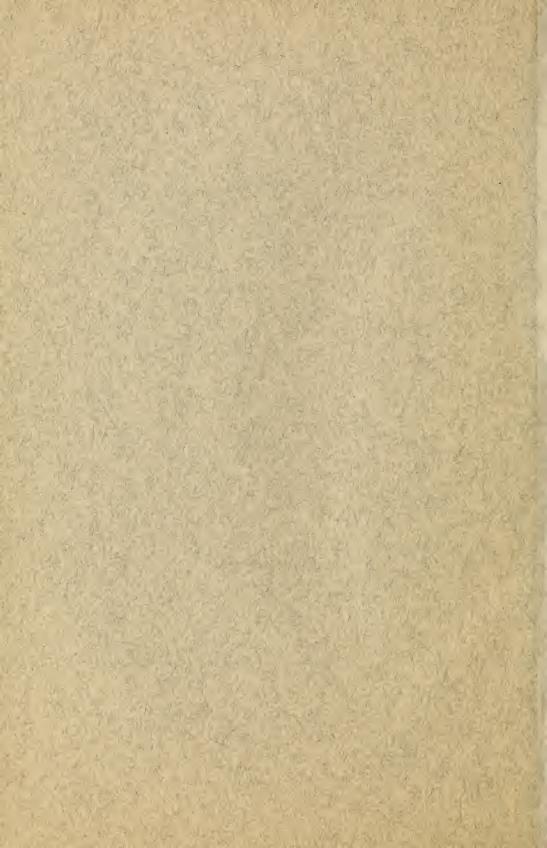


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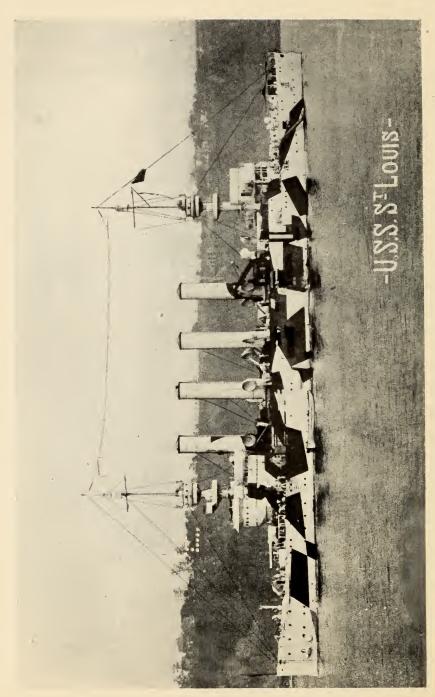


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February 4, 1917

July 2, 1919



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# TO OUR GALLANT SHIPMATES OF THE CRUISER AND TRANSPORT FORCE, THIS BOOKLET IS DEDICATED

Like a piece of driftwood, tossed on the watery main, Another plank encounters, meets and parts again; So are men tossing ever on Life's restless sea, They meet and greet and sever, parting regretfully.

# Captains of the St. Louis During the War

CAPTAIN MARTIN E. TRENCH, U. S. N. April 29–October 14, 1917

CAPTAIN WALDO EVANS, U. S. N. October 14, 1917–July 13, 1918

CAPTAIN AMON BRONSON, Jr., U. S. N. July 13–September 6, 1918

CAPTAIN GATEWOOD SANDERS LINCOLN, U. S. N. September 6, 1918–

## PREFACE

ITH the lifting of the mantle of secrecy which, during the stern days of war, necessarily cloaked the operations of the Navy, the country gradually has come to learn of the exploits and accomplishments of the men who carried the Flag upon the high seas. In efficiency, staunch endeavor and successful achievement, and in deeds of high courage and noble sacrifice, the Navy measured up to its best traditions and added many a brilliant chapter to the history of the service.

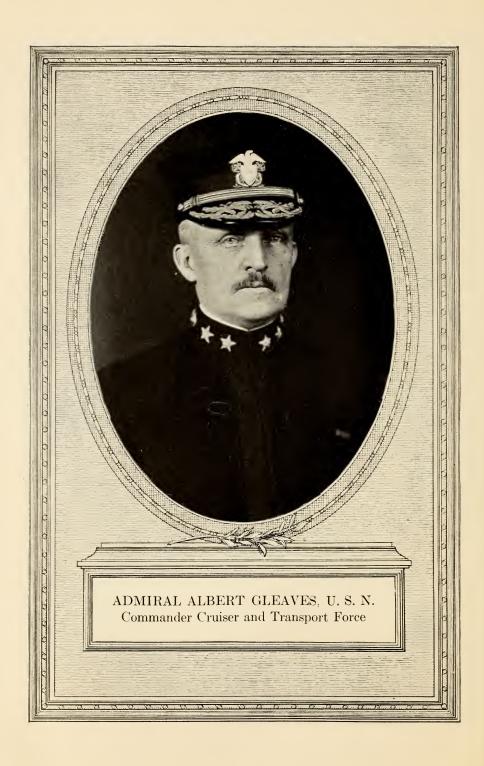
Not the least glowing of these new pages of naval lore are those written by the Cruiser and Transport Force, Vice-Admiral Albert Gleaves, U. S. N., commanding. While our dreadnaughts cooperated with the Grand Fleet in the gray North Sea, during long and bitter winter months, challenging the Hun to come forth to battle fair; while our swift destroyers and chasers ferreted out the U-boats in waters home and abroad, and our own submarines baited the enemy in the depths, our cruisers raced back and forth across the Atlantic, shepherding the great troop convoys and protecting them from the hidden menace.

How well the Cruiser and Transport Force fulfilled its enormous task of safely conducting the American Expeditionary Forces to foreign shores is no longer a marvelous mystery. Today the Cruiser and Transport Force is completing another task, almost equally as great—that of bringing home those who are now, perhaps, more precious than when they sailed away, for on their banners perch honor, victory and glory.

And the Force, to a man, "signed on" for the successful per-

formance of this duty.

A striking example of what the Force has accomplished is afforded by the first-class protected cruiser St. Louis, Captain Gatewood Sanders Lincoln, U. S. N., commanding. Since the St. Louis left her peace-station at Honolulu, in the Pacific, seventy-two hours after Congress declared a state of war existed between the United States and Germany, she has steamed over 120,000 miles; she participated in the first convoy of expeditionary forces to St. Nazaire, and in seven other outward convoys, totalling more than one hun-





URING the tense period just prior to the eventful day on which Uncle Sam sealed the fate of the Kaiser's German Empire, the St. Louis lay in the placid harbor of Honolulu, in the fair Hawaiian Isles, separated by far-flung reaches of ocean from the theatre of war in which she was soon to play an important role. Acting as flagship for the Commandant of the Pearl Harbor Navy Yard, as training ship for the Hawaiian Naval Militia and as "mother" ship to the Third Division, Submarine Force, Pacific fleet, constituted the peace-time occupation of the cruiser.

The St. Louis was not destined, however, to wait until she had emulated the famous dash, from ocean to ocean, of the battleship Oregon, "bulldog" of the old Navy, before she entered in her log a war-flavored service in frustrating a German plot and saving the wharves and shipping of Honolulu from destruction.

## GERMAN PLOT IS CIRCUMVENTED

The central figure in this episode was the German gunboat *Geier*, which had been interned at Honolulu since August, 1914, and which, as later developments proved, had been the backbone of the Kaiser's subtle espionage system in the Pacific. Violating neutrality, with characteristic Hun disregard for international law and accepted honor codes, the *Geier* was the rendezvous for German reservists,

who secretly flocked to her from many quarters; and, thru the gunboat, German agents kept in touch with the Kaiser's roving Pacific squadron, under von Spee, which, after sinking ships of the British Admiral, Craddock, on the west coast of South America, was doomed to be annihilated by an avenging English fleet off the Falkland Islands.

In the Geier incident, as in others, the Germans proved to be as unsuccessful in conspiring as in warfare; and, in the Geier case, the failure of their attempt to fire the gunboat, with imminent danger to Honolulu's waterfront, was due, in a measure, to the St. Louis. Secret knowledge of impending hostilities undoubtedly was the incentive for the action, althouthe St. Louis, nor any of the American forces in the islands, had made a war-like move.

#### VAIN ATTEMPT TO FIRE THE GEIER

The Geier lay at Pier 3, moored to the German steamer Pommeran, also interned. A column of smoke rising from the Geier's stack early on the morning of February 4, 1917, was evidence that the Germans had something on foot, for the gunboat was supposed to be in a state of internment with boilers dead. It was not long before the St. Louis was a scene of activity, and, following a conference between her then captain, Lieut.-Commander V. S. Houston, and Commander T. C. Hart, representing the Commandant, under whose directions later operations were conducted, the cruiser was cleared for action and a party shoved off to board the Geier. This party was in charge of Lieut. (now Commander) R. L. Stover, U. S. N., Lieut. (j. g.) (now Lieut. Commander) R. A. Hall, U. S. N. and Chief Gunner (now Lieutenant) F. C. Wisker, U. S. N.

Disembarking at the head of the Alakea wharf, the party took up a position in the second story of the pier warehouse about the same time a detachment of soldiers from Schofield barracks placed a battery of three-inch field pieces, screened by a coal pile across the street from the pier, from where they could command the decks of the *Geier*.

#### HUNS SHOW THEIR FUTILE HAND

There was now no doubt concerning the intentions of the Germans. Smoke poured in great plumes from the *Geier's* stacks, and the actions of the crew about the decks were extremely suspicious.

## WAR LOG OF THE U.S.S. ST. LOUIS

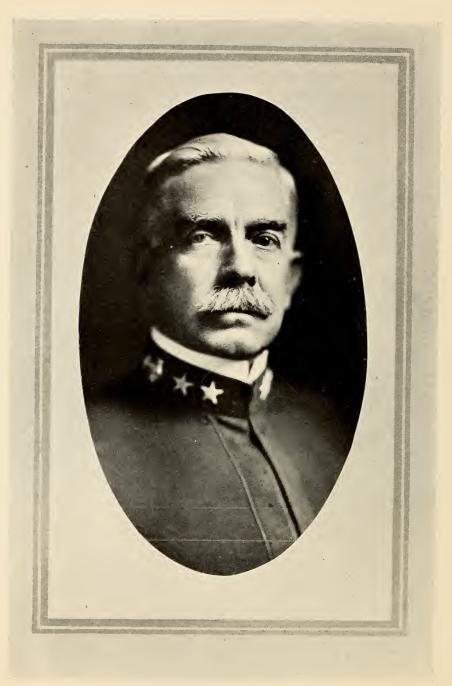
While the party, split into three sections, shifted to the *Pommeran*, ready to make the next move, Commander Hart and Lieut. Stover boarded the *Geier* and informed Captain Grasshof they had come to take possession of the gunboat and extinguish the blaze for the protection of the waterfront. The German captain set up a vigorous protest, but his wily efforts to forestall an investigation were of no avail, and shortly the *St. Louis* party swarmed aboard, taking stations forward, aft and amidships, as previously arranged. With orders to permit none of the officers or crew of the *Geier* to pass, sentries were placed at all the hatches and watertight doors.



Captain Lincoln and Officers of the St. Louis at the time of signing of the Armistice

## BOARDING PARTY SWARMS OVER SIDE

One section of the party, under Chief Gunner Wisker, dispatched to secure the magazines, found shrapnel fuses scattered about, ammunition hoists dismantled and floodcocks battered into uselessness, with wrenches and spans cunningly hid away. The section, in charge of Lieut. Hall, sent to inspect and secure the sea valves, found the valves closed. The fire and engine rooms, to which



REAR-ADMIRAL HILARY P. JONES, U. S. N., for whom the St. Louis acted as flagship on two occasions during the war

Lieut. Stover hastened with the third party, proved to be the source

of the havoc planned by the Germans.

It was evident a fire of wood and oil-soaked waste had been started under a dry boiler. The deck above and the woodwork of the fire room were ablaze, having been ignited by the intense heat thrown off by the boiler, which glowed incandescent. The fire, also, had spread to the woodwork of the magazine bulkheads, and the magazines soon would have become dangerously heated. Because of the likelihood of exploding the dry boiler, it was not possible to use water.

#### "GOBS" BATTLE FLAMES AND FUMES

In the meantime the chemical engines of the Honolulu Fire Department arrived on the scene. Unable to combat the flames below, because of the deadly heat and fumes, the St. Louis party lead out lines from the bow and stern of the burning gunboat and skillfully warped her across the slip to the east side of Pier 4, where she was more accessible and less a menace to adjacent shipping. The party then set itself to cutting holes thru the decks to facilitate the operations of the chemical fire engines. All morning and afternoon the men from the St. Louis, co-operating with the fire department, battled with the flames, and shortly after 5 p. m., when the fire had been subdued, they were relieved by a detachment of men from Division Three, Pacific Torpedo Flotilla, under command of Lieut. (j. g.) N. L. Kirk.

#### WANTON WORK OF THE GERMANS

The officers and men of the Geier, offering no resistance, were taken in charge by a marine detachment from Pearl Harbor, under command of Captain R. T. Zane, U. S. M. C., and turned over to the army authorities at Schofield barracks for internment. A survey of the damage aboard the Geier revealed the destructive inclination of the Germans. The engines had been intentionally disabled; the bearings were deeply scored, gauge glasses shattered, steam lines twisted, cylinder heads cracked, oil lines clogged and bolts cut. The auxiliaries also were disabled and the steering gear and maneuvering appurtenances likewise wrecked. Of the bridge and nautical instruments the only thing which escaped the hand of the destroyer were the ship's chronometers, which ticked merrily on. Even the

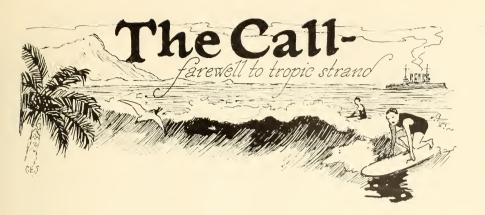
## WAR LOG OF THE U.S.S.ST. LOUIS

cabin and wardroom had been converted into a shambles, the Germans evidently not wishing to leave anything that might be considered a souvenir.

At sunset the shipkeepers, permitted to remain aboard the *Geier*, hauled down their ensign; the semi-tropic night settled serenely over the islands and the crew of the *St. Louis* turned in with the satisfaction of a day's work well accomplished.



Come on, you black diamonds
Many's the time we coaled ship day
and night, in sunshine, rain or snow.
Here's how it's done, Pete



LASHING across land, under sea and thru the ether, the thrilling news that the United States had launched her might and right into the conflict against the Hun came to the St. Louis at 11 o'clock on the morning of April 6, 1917. Immediately steps were taken to put the cruiser into condition to proceed to her mobilization point, San Diego, California. The next day seven officers and fifteen enlisted men of the Hawaiian Naval Militia reported aboard for duty, and on April 8th twenty-one more militiamen appeared in fighting trim.

No time was lost coaling and taking stores, and seventy-two hours after the declaration of war, the St. Louis was off on the first leg of her ocean-to-ocean voyage to join the forces in the Atlantic. Happy days passed in "the Paradise of the Pacific" became but a memory in the thought of present stern duty. In the late afternoon the St. Louis bid farewell to the sun-kissed isles and at midnight the

light on Molokai blinked its last bon voyage.

When the St. Louis left Honolulu her complement consisted of sixteen officers and 319 enlisted men. The run to the coast was made without incident thru serene Pacific seas, and at 3.20 p. m., April 17th, the St. Louis stood into San Diego harbor. Here the St. Louis received orders to place herself in full commission. On April 20th a detachment of nine officers and 315 men of the California Naval Militia reported aboard for duty, and on the 22d there reported a draft of 203 men from the Great Lakes Naval Training Station, for further transfer to the U. S. S. San Diego, and also a draft of seventy-six men was received from the U. S. S. Frederick, together with a consignment of ordnance stores.



CAPTAIN MARTIN E. TRENCH, U. S. N.

#### "ST. LOUIS" GOES TO AID THE "BRUTUS"

On the morning of April 24th, after coaling and taking stores in record time, the St. Louis was off for Pichilinque, Mexico, where she was to receive further coal for the Pacific-to-Atlantic voyage. Enroute, the St. Louis hastened to the assistance of the U. S. S. Brutus, which was reported by wireless to be stranded on the west side of Cerros Island, off the coast of Lower California. Arriving on the scene, the St. Louis found the U. S. S. Glacier standing by, and the former passed lines to the stranded vessel, while a working party was sent aboard to jettison coal. On the morning of the 26th the Frederick stood up, displaying the S. O. P. pennant, and the St. Louis passed the lines to her. Continuing her voyage, the St. Louis came to anchor off La Paz, Mexico, April 29th, where she transferred to the U. S. S. Puebla, Captain G. W. Williams, U. S. N., and Lieut. E. F. McClain, U. S. N., who had been taken off the Frederick at the scene of the Brutus stranding, for passage.

#### CAPTAIN TRENCH ASSUMES COMMAND

While the St. Louis was at La Paz, on April 29th, Commander Martin E. Trench, U. S. N., who was soon after promoted to the rank of Captain, reported aboard. At 3.15 p. m. Captain Trench read his orders and assumed command, relieving Lieut.-Commander Houston, and less than an hour later the St. Louis was under way again, with the course laid for Balboa. The run to the Canal Zone was uneventful, the cruiser reaching Balboa on the morning of May 9th. Already war-time procedure was in effect, and the ship steamed "darkened" with war watches stationed.

At Balboa the St. Louis received orders assigning her to the Fourth Squadron, Patrol Force, to be based at Key West in readiness for an offensive against raiders. During the stay at the Pacific side of the big ditch the cruiser underwent certain necessary repairs. Entering the Canal at 10.55 a. m., May 20th, the St. Louis stood out and anchored off Colon at 6.34 p. m. Coaling was rushed and the next day she was off again, under orders to proceed to Key West. These orders were changed by orders directing her to proceed to San Domingo City and again changed by further orders, making the destination Santiago, Guantanamo Bay and Nipe Bay, Cuba,

where the St. Louis was to take aboard Marines to be transported to Philadelphia.

#### FIRES HER FIRST SHOT IN THE WAR

It was while en route to Santiago, at 2.03 p. m., May 23d, 1917, that the St. Louis fired her first shot in the war. Upon the failure of a strange, three-masted schooner, sighted on the port beam, to display colors or answer recognition signals, the crew went to general quarters ready for action. A signal to heave-to was disregarded by the windjammer, and, after a blank fired from the saluting gun by Chief Gunner Wisker, failed to bring her up, a solid shot was sent across her bows. This brought the fore-and-after to in a hurry, and upon investigation she proved to be the Gwendolyn Warren of Bridgetown, Barbadoes. There was nothing wrong with her papers and she was permitted to proceed.

At Santiago, Guantanamo Bay and Nipe Bay, the St. Louis took aboard a total of 410 men and nine officers of the Marine Corps, under radio orders, for movement to Philadelphia. The Delaware breakwater was reached May 29th and the marines disembarked the following day.

#### MADE READY FOR CONVOY DUTY

While the St. Louis was in the Navy Yard at Philadelphia several new officers reported aboard and the engines and auxiliaries were overhauled. The St. Louis was otherwise made ready for the exacting duty on which she was presently to engage by the installation of two three-inch anti-aircraft, rapid-fire rifles. No. 1 and No. 2 three-inch guns were removed from their old locations and placed on superstructure deck forward, and fire-control voice tubing was renewed and improved.

On June 9th the St. Louis was under way once more, bound for New York, where she arrived the following day, anchoring off Robbins Reef light. She swung there until June 17th, which was the eventful day on which she made her debut in the convoy duty as an escort to a section of the first expeditionary troops sent abroad.



BATTLE-READY in every department, her engines and ordnance in topnotch condition and her crew trained to a high standard of efficiency—chaffing for a brush with the enemy—the St. Louis now embarked on her duty as a guardian of the troop and supply ships with which Uncle Sam "bridged the Atlantic," and which proved to be the death blow to the vain sophistry and wild ambitions of the Germans.

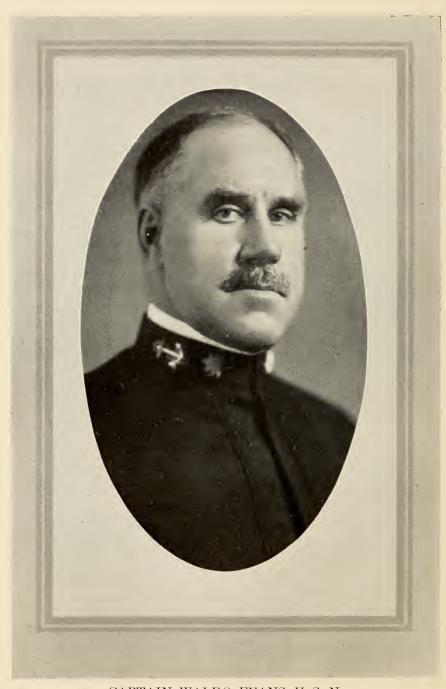
## "THOSE WERE THE DAYS AND NIGHTS"

This duty was to lengthen out over many months, marked by eventful happenings—the outwitting of the cunning U-boats and sinister mine traps, and skirmishes, also, with the elements, which at times raged in fury along the lanes, as if they, too, were participating in the great world war. There were long days and nights of "watch and watch" at the guns and lookout stations and on the bridge—black nights, when the convoys were but lightless, shadowy sketches, zigzagging and rearing over the dark, heaving waters, with collision ever imminent should vigilance and skill relax; and there were the tense clear-cut dawns and moonlit evenings, which made the convoys and their escorts excellent targets for the prowling submarine.

But the long vigils, the raw cold of winter months in the high latitudes and the absence of many of the good things of peace times were as spice to us, and in the future we will look back on those exciting days and nights with the same high spirit and gaiety with which we faced them.

#### OFF WITH THE FIRST EXPEDITION

The First Expedition steamed from New York on the 14th and 17th of June, 1917, under the personal command of Vice-Admiral



CAPTAIN WALDO EVANS, U. S. N.

Albert Gleaves, head of the Cruiser and Transport Force. An interesting coincidence is that Admiral Gleaves was, ten years before, in command of the St. Louis. The Expedition, which safely conducted the First Detachment of the First American Expeditionary Forces to St. Nazaire, France, was divided into four groups, the first three departing on the 14th, and the last section, of which the St. Louis was a unit, sailing on the 17th.

Shortly after daybreak on the 17th the St. Louis was standing down Ambrose channel to a position off the light vessel, where the ships, which had quietly slipped away from their piers up the river under cover of darkness, veered into formation. The convoy consisted of the steamers Kanawha, Dakotan, Occidente, Montanan and Luckenbach, and the escort, besides the St. Louis, included the U. S. S. Hancock, with Captain E. T. Pollack, U. S. N., as senior officer present; the Flusser, Shaw, Terry, Ammen and Parker.

#### GUNS BLAZE AT SUPPOSED U-BOATS

Several attacks on supposed submarines, continual drills at the guns and the fueling of the destroyer escort from oil tankers in midocean were features of the voyage. The first action on the part of the *St. Louis* was early on the morning of the 19th when an object, which appeared to be a periscope, was sighted on the port bow. One six-inch and ten three-inch shots were launched at the mark, which finally proved to be a spar bobbing in an upright position with the movement of the sea.

## "PERISCOPE ABAFT THE STARBOARD BEAM!"

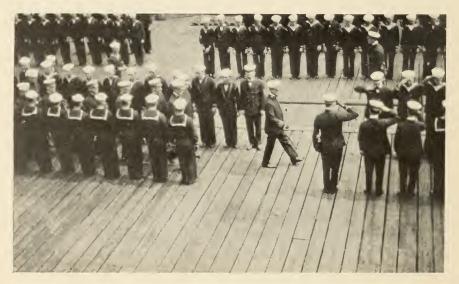
But this served to increase the vigilance of the crew, and when at 9.55 a.m. on the 28th the lookout sung out: "Periscope three points abaft the starboard beam!" all hands sprang to their general quarter stations with a thrill. The St. Louis opened fire almost ere the alarm gongs had ceased to clang, full speed was rung up on the engines and the course changed to bring the periscope astern. While the St. Louis blazed away, the other ships brought their stern guns to bear on the submarine, the Parker veering round and letting go her starboard battery. When the maelstrom, caused by the shells, subsided the object had disappeared and there was no further

## WAR LOG OF THE U.S.S.ST. LOUIS

sign of enemy. Formation was quickly resumed and the convoy settled down to its course again. In the dark of the morning of June 28th the convoy fell in with six destroyers, which proved to be American craft dispatched from a base in England to make contact.

#### FINAL DASH THRU THE WAR ZONE

Early on June 30th the St. Louis again went to torpedo defense quarters and increased to emergency speed when one of the destroy-



Captain Waldo Evans making his farewell inspection of the crew at Boston, July, 1918

ers and the *Luckenbach*, on the left flank of the convoy, opened fire on an unknown object. On July 1st another object resembling a periscope was treated to a three-inch fusilade by the *St. Louis*. Steaming in formation, and piloted by two French patrol boats, which had come out from the coast, the first landfall was made shortly after meridian on the 1st. At 6.41 p. m. the convoy lay safely at anchor in Quiberon Bay and the next day proceeded up the Chenal du Nord, dropping the hooks in St. Nazaire harbor.

## WAR LOG OF THE U.S.S.ST. LOUIS

And thus the first American expeditionary forces set foot on French soil, where they were to cover themselves with honor and glory.

#### LEAVE PARTY VISITS FRENCH CAPITAL

During the stay of the St. Louis at St. Nazaire a leave party of one hundred men was sent to Paris. On other occasions similar leave parties went to Paris and London, and in this way the boys were given an opportunity of actually seeing the sights of these great

capitals, of which they had previously only dreamed.

Two exciting incidents occurred while the St. Louis lay at the French port. On July 2d, the second steamer, returning from a trip to the dock, was carried by the strong swirling tide against the bows of a steamer. The small craft fouled the anchor chain, stoving a hole in the side. The steamer then was carried against the steamer Antilles, and would have gone to the bottom had not wire hawsers been made fast fore and aft. The second steamer's crew was rescued by the first motor sailer, and a salvage party retrieved the holed craft.

The tide at St. Nazaire runs very swiftly at certain seasons, and on July 5th, altho she had both anchors down, the St. Louis dragged across the channel, the after part of the ship touching. The cruiser was gotten off quickly, however, and an investigation showed she had received no damage.

## HOMEWARD BOUND WITH ANOTHER CONVOY

The stay of the St. Louis in port on this occasion, as on others, was but a brief breathing spell, for there was important work to be done. Daylight, July 8th, found the St. Louis homeward bound for New York with a convoy made up of the Antilles, Finland and San Jacinto, the other members of the escort being the cruisers Charleston and Hancock, and the destroyers Porter, Nicholson, Ericsson, Cassin and O'Brien, which covered the flanks. The convoy maintained formation until the morning of July 10th, when upon signal from the S. O. P., "Proceed on duty assigned," it dispersed, the destroyers flashing away back to the French coast and the other ships proceeding by various courses to the westward. The St. Louis and Charles-

ton remained in company until the 12th, when they parted and proceeded independently.

#### "READY FOR A FIGHT OR A FROLIC"

July 29th found the St. Louis once more at New York "ready for a fight or a frolic," as the late Admiral "Bob" Evans used to say concerning his Atlantic fleet which made the world cruise in 1908. At New York the St. Louis underwent certain changes to her batteries and on August 6th proceeded to the Boston Navy Yard, where the main engines and auxiliaries received an overhauling, and other work was done. A draft of sixty-five men was received from the Receiving Ship at Boston and another draft of twenty-four men, comprising the Spokane City band, from the Receiving Ship at Mare Island. As on all other possible occasions, infantry and gun drills and ship's work occupied the working hours of the crew, and never once was the high standard of training relaxed.

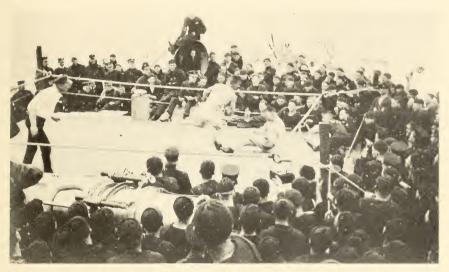
Under orders from the Commander Cruiser Force, the St. Louis, on September 14th, proceeded to Newport, R. I., and on the 18th, under orders from the Chief of Operations, left for Hampton Roads, Va., to assist the Charleston in target practice. Both cruisers participated in short and long range and spotting practice in Tangier Sound, and here were developed many men who later formed the armed guard crews that protected merchantmen from submarines.

## CAPTAIN EVANS TAKES COMMAND

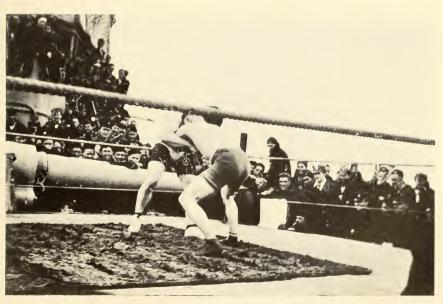
Several incidents now took place which presaged the next duty of the St. Louis—that of conducting members of the Colonel House Commission party abroad. While at Hampton Roads, on October 10th, a detachment of marines, in command of Captain J. Q. Adams, came aboard, and on the 11th, Captain Hilary P. Jones, U. S. N., Commander Division Four, Cruiser Force, shifted his flag to the St. Louis. On the 13th the St. Louis was again at Newport, where, the following day, she received her new commanding officer, Captain Waldo Evans, U. S. N., relieving Captain Trench, who was transferred to duty at the Navy Yard, Washington, D. C.

While at Menemsha Bight, Martha's Vineyard, October 26th, the *St. Louis* received secret orders to proceed to Halifax, Nova Scotia, which was to be the starting point of her next exploit.

## WAR LOG OF THE U.S.S.ST. LOUIS



Schultz, U. S. M. C., knocking out Hartford, U. S. N., in the third round of the famous championship bout of May 27, 1918



Urlacher, U. S. M. C. and Burney of the "blackgang" performing on the mat



- A BRIEF RESPITE

The St. Louis resting in drydock at
Balboa Canal Zone, after her dash
across the Pacific from Honolulu



SECRECY veiled the departure of the Commission on Co-ordination of War Activities from the United States of America to the British Empire, headed by Colonel House, and movements of the Commission were not revealed to the press until after the safe arrival of the party in England, for fear an opportunity for a sensational stroke might be afforded the enemy.

Colonel House, accompanied by Admiral Benson and General Bliss, took passage on the cruiser *Huntington*, while the members of the party aboard the *St. Louis* included Oscar T. Crosby, Dr. Alonzo Taylor, Bainbridge Colby, T. N. Perkins, Paul D. Cravath, Charles Day, W. R. Burgess, L. D. Newman, E. W. Hawkins and W. Burns. Prior to the departure, the Division Commander and his staff transferred to the cruiser *Charleston*.

## "ST. LOUIS" SAILS ON SEALED ORDERS

With its portentious mission unknown save by high Government officials, the St. Louis slipped quietly out thru the submarine nets of Halifax harbor on the morning of October 30th, forming column on the Huntington, off the entrance, with the destroyer Balch on the port flank. This formation was held throughout the entire voyage with the exception that, at times, the swift destroyer, took the lead, like a sharp-eyed bird dog.

Extreme precautions were taken in "darkening ship," war watches set and double lookouts maintained. On the morning of November 4th the destroyer *Downes* and the tanker *Arethusa* were sighted. While the *St. Louis* maneuvered to protect them against



CAPTAIN GATEWOOD SANDERS LINCOLN, U. S. N.

sudden onslaught, the *Downes* and *Balch* filled their fuel tanks. Speed was then increased to seventeen knots and zigzag course followed to throw the enemy off the scent should he be in the vicinity.

To vary the excitement of contact with enemy submarines, an incident of near-collision occurred before daylight on the morning of November 5th. Thick weather prevailed and it was impossible to see much beyond the bows, when suddenly the vague bulk of a tramp freighter appeared thru the mirk dead ahead. Collision



Members of the distinguished House Commission and Marine Guard on the quarter deck

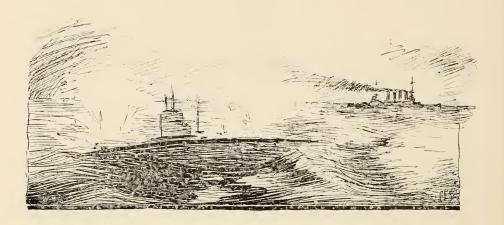
seemed imminent, but by skillful use of the engines and rudder the St. Louis was successful in clearing the stranger.

#### SECRET RENDEZVOUS IS REACHED

Early November 6th the St. Louis made the appointed rendezvous in latitude 48 degrees, 36 minutes north, longitude 17:56 west, and here the convoy was joined by the destroyers Davis, Wilkes and Cushing for the final dash thru the danger zone and up the English channel. The next day the Eddystone was "picked up" on the port bow, and steaming in column, astern of the Huntington, the St. Louis proceeded to the entrance of Plymouth harbor, into the

breakwater and to the docks at Devonport, where the Commission disembarked to be met by Vice-Admiral Simms and representatives of the British Admiralty.

Thus was the safe conduct of this momentous expedition accomplished.



#### WE CAST THE MONOCLE ON LONDON

Between the 7th and 15th of November, during which time the St. Louis remained at the English port, several liberty parties visited London, and a draft of 76 men was transferred to the U.S. S. Melville in accordance with orders from the Commander U.S. Naval Forces in European Waters. The homeward voyage was even more exciting than the outward-bound one, being marked by two submarine alarms. These occurred in the submarine zone soon after leaving the Lizard astern. Altho no periscopes were seen a suspicious bellying of the water close aboard, indicating the maneuvering of under-sea boats, caused both the St. Louis and Huntington to utilize their batteries until the strange undulation of the sea subsided. In these waters, where the U-boats at that time were ever present, the speed was always increased to about 19 knots. Frequently, when not engaged in firing at supposed submarines, the ships towed targets, resembling persicopes, at which they worked their guns.

The St. Louis was again at anchor off Fortress Monroe, in the Roads, November 27th, and from then until December 11th battery

drill, loading drills, check-telescope drill, instruction of gun crew by division officers, instruction of gun captains and other forms of drill and instructions for gun crew were carried out, for, between times, the *St. Louis* was busy developing material for the "Atlantic bridge."

#### BUILDING THE "ATLANTIC BRIDGE"

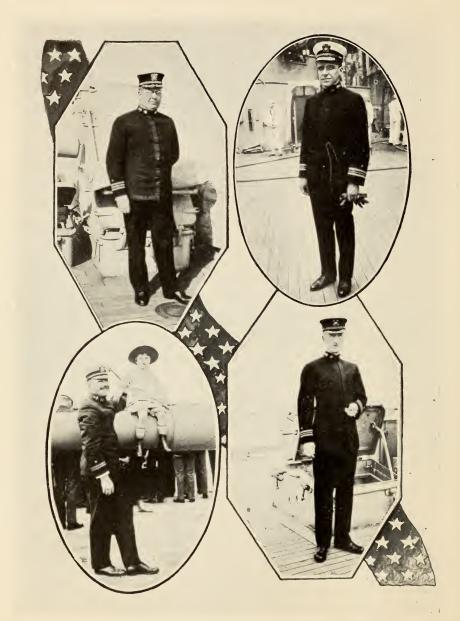
The second convoy in which the St. Louis took part consisted of twenty-one merchantmen, including the steamers Crown of Seville,



A group of Chief Petty Officers of the St. Louis

Benarty, Francisco, San Tirso, Beachy Head, Briarleaf, Ruapedu, Nigaristan, Siamese Prince, St. Louis, Virginian, Kentuckian, Nansemond, Olean, Iroquois, Artemis, Munwood, Camaguay, Cauto and Eagle. This voyage was marked by a spell of severe weather, which called for a full display of resource and seamanship.

Furious seas and a heavy gale caused the ships of the convoy to do the Highland-fling on the sky-line, like a dancing-master. A number of the ships were forced to part company, the *Eagle*, having lost her steering gear, being compelled to put about and limp back to New York. Huge seas mounted the decks of the *St. Louis*, carrying



## SEVERAL OF OUR EXECUTIVES

Upper (left), Commander Guy Whitlock, U. S. N. and Lieut. Comdr. Jno. C. Latham, U. S. N. Lower (left), Lieut. Comdr. R. A. Hall, U. S. N. and Lieut. Comdr. R. L. Stover, U. S. N. And that pretty little girl you see is Jane, daughter of Mr. Hall

away the starboard after life buoy, which, ignited, flared off over the tumbling waters.

#### A MERRY XMAS—YEA, BO SAILOR

Christmas Day was passed in latitude 40 north, longitude 47 west, and it was a memorable one for all hands. The ship reared and plunged so wildly that it was impossible to set the tables for the general mess; consequently, the crew enjoined the novelty of eating its Christmas dinner, standing, clinging with one hand to a stanchion and the other clutching the plate containing the "bird." But it was, "Ho, for the life of a sailor!" and never a plaint.

After safely conducting the convoy to a certain point, "X," the St. Louis once more laid course for Hampton Roads, arriving

January 8, 1918.

#### TO THE AID OF STRICKEN SHIPS

Ever ready for whatever duty presented itself, the St. Louis, on the morning of January 16th, received orders from the Commander Division One, Cruiser Force, to go to sea immediately to locate the U. S. S. Denver, which had been in collision with the S. S. Texan, the latter being reported in a sinking condition. Within a short time she cleared the Chesapeake Bay entrance submarine nets, and at 9 a. m., January 17th had reached latitude 41, longitude 61, where the distressed vessel has last been reported. An hour later the St. Louis sighted two vessels on the starboard bow, which proved to be the Texan and the U. S. S. Jason.

Altho the sea was awash in a large hole, which had been stove in the side of the *Texan*, she was able to proceed under her own power, with the *Jason* standing by. The *St. Louis*, therefore, turned her attention to the *Denver*, "picking" her up early in the afternoon. The *Denver*, too, was making fair headway, despite the fact that her bow was smashed and all compartments forward of her collision bulkhead were flooded. Escorting the *Denver* to the Ambrose Channel light vessel, the *St. Louis* put back to Chesapeake Bay, arriving on the afternoon of January 19th in Tangier Sound, where she was to have target practice with the *Charleston*.

6



Pipe the rooster! These members of a forward gun crew have a right to display the crowing bird, for they have just plucked all the feathers in target practice



Ho! For the Life of a Sailor

No, reveille hasn't sounded. It's the good old swimming call, and the lads
are over the side to sport with the mermaids of Tangier Sound

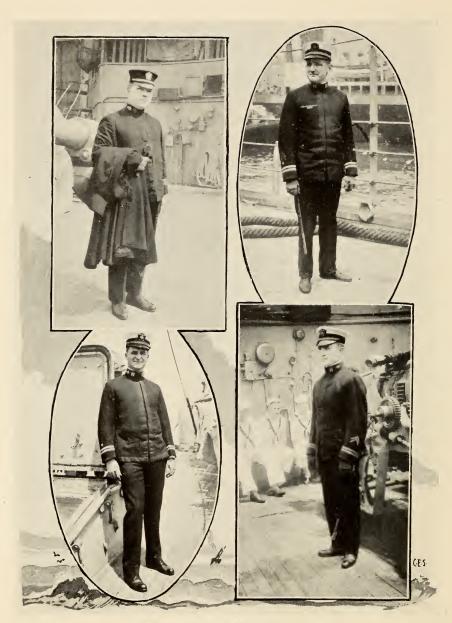


In N spite of severe ice conditions on the range, the St. Louis made an excellent showing in the practice. Returning to the Roads, the cruiser acted as flagship for Rear-Admiral H. P. Jones, U. S. N., Commander Division Four, Cruiser Force, from January 28th until February 15th, when the Admiral transferred his flag to the Rochester at Tompkinsville, New York, whither the St. Louis had proceeded February 11th. En route to New York, the cruiser again went to the aid of a vessel in distress—the U. S. Army freighter El Sol, which had grounded thirteen miles south of the Barnegat Light. The aid of the St. Louis, however, was not required on this occasion, as the stranded ship was resting easily, with two tugs standing by.

February 16th the St. Louis was standing out to sea with her third convoy, composed of the steamers Nizam, Megna, Pannonia, Stentor, Verdun, Westhaven, San Francisco, Novian, Milwaukee, Chakrota, British Princess, City of Adelaide, Tuscan Princess, Linmore and Etonia. Shortly after clearing the coast, the convoy was joined by the steamers Kaikoura, Anchoria and Bovic.

## STORM HITS THE THIRD EXPEDITION

On this voyage the storm king bared his fangs. The *British Princess*, having coal trouble and being unable to maintain steam to make the necessary convoy speed, dropped out and put back for Halifax. The *Linmore*, carrying live stock, was forced to heave-to on the 21st, while repairs were made, later rejoining the formation. On the 24th a terrific gale from the south whipped up a tremendous sea and the ships made heavy weather of it. The *Novian*, out of control, hove to and dropped out. The *Pannonia*, which had some



## SOME DEPARTMENT HEADS

Upper (left), Lieut.-Comdr. Theodore Nelson, U. S. N. R. F., Navigator, and Lieut. Frank C. Wisker, U. S. N., 1st Lieutenant. Lower (left), Lieut. Charles Dunne, U. S. N., Chief Engineer, and Lieut. (M. C.) E. C. Carr, U. S. N., Senior Medical Officer

of her deck fittings carried away; the *Tuscan Princess* and the *Bovic*, swept fore and aft by the high seas, also were compelled to heave to. The *Linmore* had all her starboard boats washed overboard and the *Camden* suffered damage to her steering gear.

#### IN THE CLUTCH OF A HURRICANE

With only five of the convoy in sight, on the morning of February 25th, the St. Louis was running before the gale, which now logged force nine. The blast had well nigh approached the proportions of a hurricane, and the sea frothed and crested in a wild cross, but thru the exercise of good seamanship, the St. Louis was fairly comfortable. It was not until late in the afternoon that the weather moderated, and the situation was relieved, when fifteen ships of the convoy came tumbling over the ragged rim of the horizon. The following morning the remaining three ships regained formation, and the convoy proceeded, having sent old Neptune down for the count.

#### WE GLIMPSE THE AURORA BOREALIS

At daylight, February 28th, reaching the rendezvous in latitude 56 north, longitude 23 west, the St. Louis bid farewell to her charges and put about for Hampton Roads. On this voyage the St. Louis had reached the furthest point north she had made since the beginning of the war—latitude 56 degrees and forty-eight minutes. On March 3d, the splendors of the Aurora Borealis were seen, the gorgeous shafts of color flaring across the sky to the north'ard affording a beautiful spectacle. Spells of nasty weather, with frequent heavy snow squalls, marked the return passage. The morning of March 10th, the St. Louis was again standing in thru the Virginia Capes, but her rest period was not to be long, for most of the time in Chesapeake Bay was spent in day and night target practice, drills and the shoving off and receiving of drafts.

## PACING A SWIFT TROOP CONVOY

The morning of April 9th found the St. Louis outside the harbor of Halifax, deploying into formation with a fast troop convoy, made up of nine British transports—the ill-fated Justica, the Saxonia, Lapland, Nestor, Tunisian, Uina, Metagama and Cretic. This trip was without alarming incident, except on the morning of the 15th, when the Nestor signaled she had sighted a U-boat. While the

transports increased to emergency speed and began zigzagging, the St. Louis maneuvered to place herself between the enemy and the convoy. But the submarine failed to materialize. Parting with the convoy at midnight, April 16th, the St. Louis laid her course to the westward, reaching Halifax April 23d.

#### FLYING FLAG OF ADMIRAL GLEAVES

From April 30th until May 11th, when she departed on her fifth convoy trip, the St. Louis lay in the North River, New York, flying the flag of Vice-Admiral Albert Gleaves, Commander Cruiser Force. This convoy, which consisted of nine ships, was conducted in safety and without exciting incident to latitude 56 north, longitude 22 west. On the return trip, nearing the coast, the St. Louis received radio orders directing her to the Boston Navy Yard, where she remained from May 29th to August 10th undergoing a general overhauling and a re-arrangement of the battery. It was here that Captain Amon Bronson, U. S. N., reported aboard, relieving Captain Evans. While at Boston the men of the St. Louis marched in several parades, and the marine detachment held small arms target practice on the rifle range at Wakefield.

#### SIXTH CONVOY TRIP A THRILLER

Several exciting incidents featured the sixth convoy trip of the St. Louis, which started from New York August 16th, and which included the steamers Missanabie, Ulysses, Kashmir, Rhesus, Ascamus, Euripides, Scotian, Sacon, Oxfordshire, Armagh, City of Exeter, Teutonic, Kuroa, Plassey, Briton and Niagara. On one occasion, while the St. Louis was on the left flank, a ship on the right flank was observed to open fire on a strange object. With the crew at general quarters and full speed on the engines, the St. Louis headed across the bows of the convoy to attack the supposed submarine, only to find that the object which had drawn the fire was an inoffensive iceberg bobbing placidly on the water. On another occasion the tingling nerves of the ever-ready gun crews were given relaxation, when the cause for the sounding of the general alarm gongs proved to be an inquisitive whale.

After delivering the convoy at the appointed ocean "mile-post," the St. Louis sighted a small, three-masted schooner off the port bow, which a boarding party ascertained to be the Danish schooner

Rigmore-Iceland, on passage from Ibiza, Spain, for Nord Fiord, Iceland.

#### TO THE AID OF GUNNED MERCHANTMEN

Twice, on the return trip, the St. Louis went to the assistance of steamers which had sent out "S. O. S." signals that they were being gunned by submarines. The first case was that of the steamer Standard Arrow, which flashed word that she was being chased by a U-boat in latitude 44-25 north, longitude 48-35 west, an area in which the presence of enemy under-sea craft had frequently been reported. This position was about 120 miles to the southwest of the St. Louis, but added speed was put on and the course laid to



"Periscope on the port bow, Sir!"
St. Louis gun crew in action on the Wintry Atlantic

intercept the helpless steamer. Before the St. Louis reached the scene wireless word was received that the Standard Arrow had evaded the supposed submarine. Hardly had this alarm subsided than another "S. O. S." was picked, stating that the U. S. S. Westhaven was being shelled by a submarine about one hundred miles due east



Life preservers and storm racks made this Christmas Dinner in the wardroom one to be remembered

of the present position of the St. Louis. Making all preparations for action, the St. Louis headed for the position of the attack at full speed, but again the gunners were disappointed when the Westhaven radioed the submarine had disappeared. Shortly thereafter the St. Louis sighted what was evidently a mine or drifting buoy. To make sure, several rounds of three-inch were fired at the object, which, giving off quantities of smoke, went to the bottom.

#### CAPTAIN LINCOLN ASSUMES COMMAND

The St. Louis took her berth off Fortress Monroe September 4th, and the following day Captain G. S. Lincoln, U. S. N., assumed command, relieving Captain Bronson. On the 10th and 11th the St. Louis fired short range battle practice on the Sound, and on the 12th engaged in speed, turning and rudder angle tests. In prime condition for her next exploit, the St. Louis, under orders from Commander, Newport News Division, stood out of the Capes on the 15th as escort to a convoy which she conducted to a point where junction was made with the New York detachment of the same convoy.

Returning to New York, the St. Louis departed on her seventh convoy trip September 25th. Standing down the river, the St. Louis and the steam lighter, M. J. Rudolph, came together in collision, which investigation proved to be no fault of the cruiser. The lighter failed to answer the signals of the St. Louis, and instead of clearing the latter, as she could have done, swung across the bows of the cruiser. The lighter later sank in shore. No serious damage was sustained by the St. Louis, and, as soon as it was seen no lives were in danger, she proceeded seaward, taking position in advance of the convoy at 4 p. m. This convoy was composed of twelve steamers, including the Otranto, Saxon, Plassey, Briton, Oxfordshire, Kashmir, City of York, Teucer, Oriana, Rhesus, Scotian and Orontes.

#### AHOY! THE OLD STORM KING AGAIN

On this voyage the *St. Louis* encountered weather which brought the seamanly qualities of her company into full play. From October 3d until the 8th the *St. Louis* and her charges successfully battled with angry seas and a nor' and nor'west gale, which at times howled with the velocity of a hurricane, logging as high as force twelve for five hours.

So terrific was the weather that the British Admiralty radioed



A starboard side deck view of the St. Louis, as she rolled nicely to the long Atlantic swell

that the destroyer escort, which was to have taken over the convoy, could not venture forth from the Irish coast. Accordingly, the St. Louis remained with the convoy until the evening of October 5th, having escorted it thru the dangerous areas to a position about latitude 54-30 north, longitude 10-30 west.

The convoy, now being in a position of safety, the St. Louis put about and continued a lone battle with the tempest. At times the seas mounted to the boat deck, one billow breaking aboard and damaging the second and third motor sailers and the port crane. Spray made a clean breech of the superstructure, sending showers down the engine - room hatch. But it was part of the game and all hands were

none the worse when the storm had subsided.

#### "ST. LOUIS" ONCE MORE THE FLAGSHIP

Hampton Roads was reached October 18th and three days later the St. Louis came to anchor in the Hudson, having proceeded north under orders from Commander, Division Four Cruiser Force. Here she again flew the flag of Admiral Gleaves, until she steamed on her eighth and last convoy trip November 4th. This convoy consisted of the steamers Arlanza, Plassey, Araguay, Nestor, City of York, Laomedon, Canopic, Saxon, Rhesus, Regina, Ascanius, Tuecer and Scotian.

## AND NOW THE ARMISTICE—OH, BOY!

The convoy proceeded without unusual happening until the evening of that great day—November 11, 1918—which sounded the

Knell of the German Empire and launched the German Navy into the limbo of defeat and disintegration.

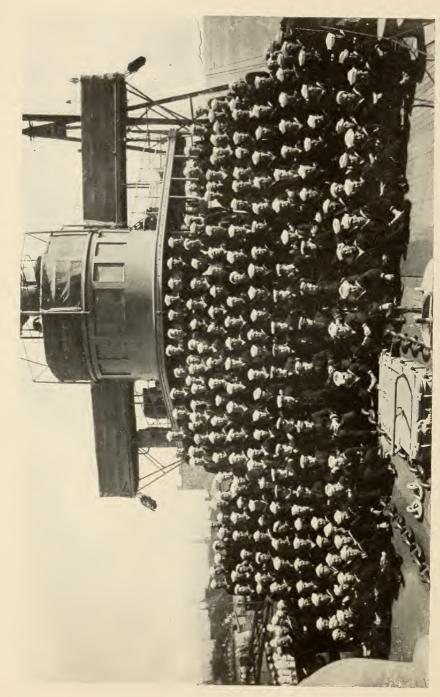
The thrilling news came in a radio from Vice-Admiral Sims, but also there was the warning that vigilance be not relaxed, for there were still upon the seas enemy submarines which might not receive prompt news of the armistice. While there was a great feeling of joy at the victory and satisfaction over a task well ended, the St. Louis continued precautionary measures, save that for the first time in many a log the running lights were permitted to shed their brilliance over the waters

# FAREWELL TO THE LAST CONVOY

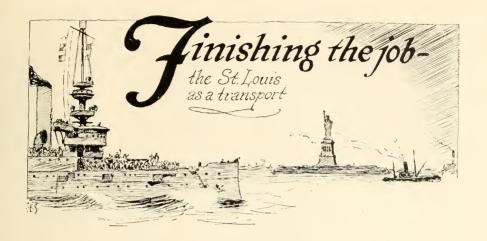
AFTER THE GALE Clearing away wreckage of the main topmast and wireless antennæ, following the storm of January 24, 1919.

Bidding farewell to this—her last convoy of the war—in latitude 52–52 north, longitude 20 west, the *St. Louis* put about for home shores, a song of victory in the hearts of all hands.

But the work of the St. Louis did not cease with the armistice. November 21st found the cruiser at the Navy Yard, Portsmouth, N. H., ready to fit out for her next duty—that of assisting to bring home the lads who had helped make "the world safe for Democracy."



Officers and crew of the Engineering Department, taken at Boston in 1917, after the first convoy trip



T might almost be said that the transformation of the St. Louis into a troop carrier was accomplished with the wave of a magician's wand, so rapid was the change effected thru the cooperation and effort of the department heads. The cruiser was nearing home shores on her last convoy voyage when radio information was received that she was to be converted into a transport quickly and efficiently, speed and efficiency being watchwords of the Cruiser and Transport Force.

Captain Lincoln immediately ordered the heads of departments to draw up plans for alterations that would fit the St. Louis for her new duty, and by the time the cruiser reached the yard at Portsmouth the plans were ready. They were approved by the Yard and work started at once, this probably marking the first time that a

vard had accepted complete plans formulated at sea.

## FITTING OUT AS A TRANSPORT

Under orders from the Department, equipment save that necessary for the proper operation of the ship, was turned into store, and the complement of officers and men reduced to a minimum, in order to provide all possible space for troops.

When the St. Louis left the Portsmouth Yard, December 17, 1918, she was fitted with berths for 1,300 troops. Troop accommodations were later increased by a further reduction of equipment, including the removal of four six-inch guns, until on her sixth voyage the St. Louis was able to take care of 1,500 troops and 41 officers.

The first trip was without incident, the *St. Louis* leaving Brest January 3, 1919, after a stay of less than four days. On her maiden transport voyage the cruiser brought home 1,255 enlisted men and 41 officers of the Army, including the 346th Field Artillery and a number of casuals, hailing principally from California, Oregon and Washington.

#### A BATTLE WITH OLD NEPTUNE AND BOREAS

Neptune and Boreas, as a reminder of the wild winter of 1917, made things lively on the second outward-bound transport trip, but it was a test which the officers and crew mastered with a display of their ready resource and seamanship. The St. Louis left New York January 22d, and two days later she was in the center of a terrific disturbance, with high breaking seas and a gale that howled and yammered to the tune of force 10.

Altho the cruiser was tactfully held away under various courses and speeds, hove to before the blast, the sea at times, rearing and cresting in a furious cross, sent tons of green water tumbling over the decks, while the spray made a clean breech of the stacks. Spume spiraled aloft to the bridge, which was a-gurgle with three inches of water, and the fo'c'stle was a smother of froth, as the bows staggered from the billows in which, ever and anon, they buried themselves.

#### MASTS CARRIED AWAY IN TEMPEST

In the forenoon watch old Neptune dealt a destructive blow, when he launched a sea at the dinghy. The lashings were cut as if they were shoestrings and the dinghy, scarred and battered, fetched up against the smoke-stack stays. The old god of the winds, not to be outdone by his little playmate of the sea, proceeded to exhibit his prowess in the afternoon watch, sending a blast from his trumpet that knocked the main topmast off as if it were a pipe-stem. The main topmast, seemingly desirous of good company, carried away with it eight feet of the top of the fore topmast and the wireless antennae, the whole mass coming down in a tangled litter of the devil's own wreckage, crushing No. 6 searchlight and smashing the splinters out of a huge life raft.

## SEAMANSHIP? WHAT I MEAN, SAILOR!

While the St. Louis lay hove to, her company, scoffing at wind and sea, set about clearing away the wreckage, and here officers and

men alike showed the elements another sample of fine seamanship. The maze of wireless antennae was untangled and reclaimed, the battered gear forward removed and the broken parts of the main topmast lashed to the remaining mast and the after bridge. It was nearly twelve hours before the tempest, outwitted, moderated, and by that time an auxiliary wireless antennae had been rigged and the *St. Louis* was proudly holding her course onward to Brest, where she arrived the first day of February, and where further temporary repairs were quickly made.

On the homeward trip the elements were still in a contrary mood, but the voyage was negotiated in good time, the *St. Louis* arriving at New York February 21st, having on board, 1,294 men and 45

officers of companies F and G, 161st Infantry.

At New York the last vestage of the storm joust was removed and the St. Louis steamed again for Brest, March 4th. She remained at the French port but two days and was back at New York again on the 28th, with 1,318 men and 41 officers of the 148th Infantry, besides a large number of casuals.

#### AND WE "FINISHED THE JOB"

On her fourth trip the St. Louis remained at Brest four days, during which time many of her officers and crew were afforded an opportunity to see Paris assuming a peace-time garb. This time the cruiser brought home 1,280 men and 40 officers of the 307th Infantry (New York's Own) 77th Division, in addition to casuals, arriving at New York May 1st.

But a little more than twenty-four hours, just time enough to coal and receive troops, was passed at Brest on the fifth expedition. The cruiser steamed into New York June 4th with 1,345 men and 41 officers of the Army, including principally medaled heroes of the American Ambulance Corps, and 70 bluejackets home from overseas duty.

On her sixth and final trip as a transport the St. Louis carried 41 officers and 1,454 casuals of the Army and 50 enlisted men of the Navy.

July 2nd, almost 2 years to a day from the time we first glimpsed foreign shores, with homeward bound pennant astream, we bid a last farewell to old Brest—the picturesque streets and the grim Chateau frowning above the landing where we had hopped over the gunwales for many a happy liberty.



Officers and part of the crew taken at the Hoboken Piers in March, 1919

Flag-dressed, a jaunty French sub-chaser romped with us thru the Golet out past Mengam and Les Fillettes. Soon the colored hills of France blurred and faded away; we watched Ushant, statelybeaconed outpost of the French coast, recede until it was lost to view in the late afternoon haze.

A blue lateen, bending for port with a goodly catch, fluttered close aboard on our quarter.

"Au revoir, bon Americain!" sang the light-hearted Breton fishermen, crystal spray drenching their yellow oilskins.

And we set our course in the glittering pathway of the westering sun . . . the long home trail . . . our bit of the job fini!



## THE LIGHTER SIDE OF IT



S seen thru the binoculars of Cecil E. Storm, U. S. N. R. F., a member of the crew of the St. Louis, who also drew the attractive art panels and decorations with which our booklet is illustrated.



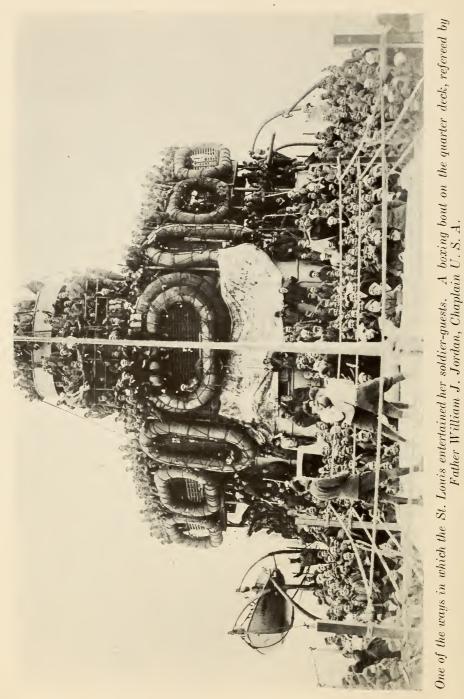












[ 56 ]



HE St. Louis was commissioned in 1906 and is a protected cruiser of the first-class type, with a displacement of 10,500 tons, 424 feet long, 66 feet beam and drawing 24 feet 7 inches when fully laden. A number of the guns were removed to make way for troop spaces, but normally the cruiser's main battery consists of fourteen 6-inch 50-caliber guns and her secondary battery of eighteen 3-inch 50-caliber

guns. She mounts four 3-pounders and carries two 3-inch field-

pieces for landing operations.

Two 4-cylinder, vertical inverted triple-expansion reciprocating engines, developing 28,000 h. p., supply the driving power. During her trial spin the *St. Louis* made a speed of 22.5 knots over the measured course, and after her long period of peace and war service, her engines are still in first-class condition.

Ordinarily, 33 officers and 681 enlisted men form the comple-

ment of the cruiser.







# IN MEMORIAM

COMMANDER (M.C.) WALTER SCOTT HOEN, U.S.N. LIEUT. (M.C.) NORMAN KING, U.S.N.

BASIL F. BRUMBAUGH, Fireman 1-c, U. S. N.
HILBERT C. BELL, Seaman 2-c, U. S. N.
CHARLES E. GIBSON, Seaman 2-c, U. S. N. R. F.

#### ROSTER OF

## LINE, STAFF AND WARRANT OFFICERS

Officers who served aboard the St. Louis during the war and following the signing of the Armistice:

CAPTAIN M. E. TRENCH, U. S. N.

CAPTAIN WALDO EVANS. U. S. N.

CAPTAIN AMON BRONSON, U.S. N.

CAPTAIN G. S. LINCOLN, U. S. N.

CAPTAIN (M. C.) C. N. FISKE, U. S. N.

CAPTAIN D. R. FOX, U. S. M. C.

CAPTAIN J. A. POULTER, U. S. M. C.

CAPTAIN H. R. SEARLES, U. S. C. G.

COMMANDER GUY WHITLOCK, U.S. N.

COMMANDER R. L. STOVER, U. S. N.

LIEUT.-COMMANDER V. S. HOUSTON, U. S. N.

LIEUT.-COMMANDER J. C. LATHAM, U. S. N.

LIEUT.-COMMANDER R. A. HALL, U. S. N.

LIEUT.-COMMANDER W. E. CHEADLE, U. S. N.

LIEUT.-COMMANDER F. A. L. VOSSLER, U. S. N.

LIEUT.-COMMANDER S. W. KING, U. S. N.

LIEUT.-COMMANDER H. W. LYON, U. S. N. R. F.

LIEUT.-COMMANDER THEODORE NELSON, U. S. N. R. F.

LIEUT.-COMMANDER (P. C.) R. B. LUPTON, U. S. N. (Ret.)

LIEUT.-COMMANDER (M. C. D. S.) J. V. McALPINE, U. S. N.

MAJOR J. Q. ADAMS, U. S. M. C.

LIEUT. (P. C.) C. R. SIES, U. S. N. (T.)

LIEUT. T. A. SOLBERG, U. S. N.

LIEUT. F. C. WISKER, U. S. N. (T.) (G.)

LIEUT. CHARLES DUNNE, U.S. N. (T.) (M.)

LIEUT. L. D. WEBB, U. S. N. (T.) (G.)

LIEUT. F. F. KUTZ, U. S. N.

LIEUT. J. P. BROWN, U. S. N.

LIEUT. M. W. POWERS, U. S. N.

LIEUT. S. W. TAY, U. S. N. R. F.

LIEUT. J. A. McKEOWN, U.S. N. R. F.

LIEUT. J. L. ARMSTRONG, U. S. N. R. F.

LIEUT. G. E. LINK, U. S. N. R. F.

LIEUT. R. W. CLARK, U. S. N. R. F.

LIEUT. NELSON TAYLOR, U.S. N. R. F.

LIEUT. (M. C.) E. C. CARR, U. S. N.

LIEUT. (M. C.) S. A. FUQUA, U. S. N.

LIEUT. A. C. HOYT, U.S. N. (T.)

LIEUT. H. K. KOEBIG, U. S. N. R. F.

LIEUT. O. H. RITCHIE, U. S. N.

LIEUT. C. W. WRIGHT, U.S. N. R. F.

LIEUT. (P. C.) R. C. REED, U. S. N.

LIEUT. (M. C. D. S.) M. L. WEISSBERGER, U. S. N. R. F.

FIRST LIEUT. L. C. DEVEAUX, U. S. M. C.

LIEUT. (J. G.) (CH. C.) W. W. EDEL, U. S. N.

LIEUT. (J. G.) L. M. PALMER, U. S. N. (T.) (G.)

LIEUT. (J. G.) J. E. DONAHUE, U. S. N. R. F.

LIEUT. (J. G.) H. W. ENGEL, U. S. N. R. F.

LIEUT. (J. G.) M. J. HAGEMAN, U. S. N. R. F.

LIEUT. (J. G.) H. L. KILER, U. S. N. R. F.

LIEUT. (J. G.) H. S. RYERSON, U. S. N. R. F.

LIEUT. (J. G.) S. E. GUILD, U. S. N. R. F.

LIEUT. (J. G.) G. S. SILSBEE, U. S. N. R. F.

LIEUT. (J. G.) E. T. HAMMOND, U. S. N. (T.) (B.)

LIEUT. (J. G.) W. D. AUSTIN, U. S. N.

LIEUT. (J. G.) W. H. MEYER, U. S. N. (T.) (G.)

LIEUT. (J. G.) L. E. CLIFFORD, U. S. N. (T.)

LIEUT. (J. G.) J. F. ROBBINS, U. S. N. R. F.

LIEUT. (J. G.) (M. C. D. S.) C. C. JONES, U. S. N.

LIEUT. (J. G.) A. J. PORTER, U. S. N.

LIEUT. (J. G.) A. B. PROVOST, U. S. N. (T.) (M.)

LIEUT. (J. G.) A. D. BROWN, U. S. N.

LIEUT. (J. G.) C. E. OLSEN, U. S. N.

LIEUT. (J. G.) E. P. NOLAN, U. S. N. R. F.

ENSIGN O. P. SHATTUCK, U. S. N.

ENSIGN E. P. JACKSON, U. S. N.

Emploi E. I. JACKBON, U. B. N

ENSIGN V. C. BIXBY, U. S. N. ENSIGN C. C. ROUNDS, U. S. N.

ENSIGN E. D. KEARN, U. S. N.

ENSIGN DIXIE KIEFER, U.S. N.

ENSIGN C. J. CULBERT, U. S. N. R. F.

ENSIGN R. G. WARREN, U. S. N. R. F.

ENSIGN J. L. TAYLOR, U. S. N.

ENSIGN T. J. TAYLOR, U.S. N.

ENSIGN A. J. STROM, U. S. N.

ENSIGN T. H. SNYDER, U. S. N.

ENSIGN J. K. STEVENSON, U. S. N.

ENSIGN S. L. OLIVER, U. S. N.

ENSIGN E. V. HAND, U. S. N.

ENSIGN W. F. OLSEN, U. S. N. R. F.

ENSIGN J. L. ROYHERY, U. S. N. R. F.

ENSIGN L. E. BURWELL, U. S. N. R. F.

ENSIGN H. G. MILLINGTON, U. S. N. R. F.

ENSIGN C. E. KIESER, U. S. N. R. F.

ENSIGN F. H. WIGHT, U. S. N. R. F.

ENSIGN A. C. STEVENS, U. S. N. R. F.

ENSIGN LEONARD STOCK (JR.), U.S. N. R. F.

ENSIGN D. M. TAYLOR, U. S. N. R. F.

ENSIGN F. A. DIXON, U.S. N. R. F.

ENSIGN R. L. WILLIAMS, U. S. N. R. F.

ENSIGN F. S. WOODRUFF, U. S. N. R. F.

ENSIGN J. J. SHIPLEY, U. S. N. R. F.

ENSIGN J. D. RYALL, U. S. N. R. F.

ENSIGN R. T. BOOKMYER, U.S. N. R. F.

ENSIGN H. E. SMALL, U. S. N. R. F.

ENSIGN H. F. PARKS, U. S. N. R. F.

ENSIGN (P. C.) C. A. MORTON, U. S. N. R. F.

ENSIGN B. V. GOEPFERT, U.S. N. (T.)

ENSIGN (P. C.) J. W. NORTON, U. S. N. R. F.

ENSIGN F. U. WEIGERT, U.S. N. (T.)

BOATSWAIN LEE McINTYRE, U.S. N. (T.)

CARPENTER SAUL BLUMBERG, U.S. N. (T.)

CARPENTER R. J. LEAHY, U. S. N.

GUNNER F. C. SZEHNER, U. S. N. (E.) (T.)

GUNNER E. L. NEWELL, U. S. N. (E.)

CHIEF MACHINIST G. GROWNEY, U.S. N.

MACHINIST J. R. WILLIAMS, U. S. N. (T.)

MACHINIST G. E. PLUMB, U. S. N. (T.)

MACHINIST L. F. BUSSEY, U. S. N. (T.) PAY CLERK C. K. SMYTH, U. S. N.

PAY CLERK (ACT.) J. D. HALSEY, U. S. N.

PHARMACIST C. E. CRANE, U. S. N. (T.)



Farewell to the battlefields of France. War-scarred heroes embarking aboard the St. Louis at Brest for the voyage to home shores

#### ROSTER OF CHIEF PETTY OFFICERS

Chief Petty Officers who served aboard the St. Louis during the war and following the signing of the Armistice. Two stars denotes the two war service chevron period, and one star the one chevron period.

- \*Edwin H. Akina, C. Q. M. Forbes L. Baker, C. M. M.
- \*\*Henry E. Barker, C. S. K. Oscar Beregn, C. M. M.
- \*\*RAYMOND A. BARTLETT, C. E. (G). Frank L. Bevier, C. Phm. M.
- \*\*Chester A. Bland, C. Yeo. George Blaydes, C. W. T. Albert E. Bogdon, C. Q. M.
- \*\*Harold Bonser, C. Q. M. Carl J. Buck, C. Yeo. Luther L. Bullard, C. Yeo.
- \*Albert H. Buzhardt, C. Phm. M.
- \*\*Owen E. Chapman, C. G. M.
- \*\*ELMER CHOWNING, C. M. M.
- \*\*John F. Daly, C. W. T.
- \*\*Harry B. Davis, C. W. T. \*\*John T. Delaney, C. W. T. George M. Eichel, C. C. S. John H. Fischer, C. Phm. M.
- \*\*Fred Foack, C. G. M.
- \*\*Arthur R. Franzwa, C. Yeo.
- \*\*ORVAL A. GEORGE, C. C. M.

  JOHN G. GRUBELE, C. PHM. M.

  GEORGE GULLUFSEN, C. PHM. M.

  CLARENCE D. HALL, C. E. (G).

  WILLIAM G. HATZ, C. B. M.
- \*\*John B. Heinen, C. C. M.
- \*\*Chester I. Hendricks, C. E. (G).
- \*\*EARL C. HIETT, C. M. M. WALTER A. HOLT, C. G. M.
- \*\*George Howard, C. Q. M
- \*\*Louis Iseke, C. M. M.
- \*\*David S. Julien, C. Yeo.

- \*\*Russell W. Keller, C. Yeo. John L. Kelly, C. M. M.
- \*\*WILLIAM D. KIRKE, C. W. T.
- \*\*EARL A. LANDER, C. E. (R).
- \*\*Earnest M. Lincoln, C. M. M. Ole R. Lucken, C. G. M. George W. McCarthy, C. Sk. Willis J. McCaleb, C. Yeo.
- James F. McCarthy, C. B. M. \*\*Daniel McDonald, C. W. T. Walter A. Marcotte, C. M. M.
- \*\*HARRY L. MEYER, C. M. M.
- \*\*William J. Mudge, C. B. M. Thomas T. Miles, C. Yeo.
- \*\*John C. Murphy, C. W. T. Gustav W. Oflung, C. B. M. Lew D. Ranney, C. G. M.
- \*\*Douglass H. Sears, C. M. M.
- \*\*Alexander M. Selover, C. Yeo. Ernest H. Schielei, C. E. (G). Frederick Schultz, C. B. M.
- \*\*Robert C. Scott, C. B. M. Charles Snyder, C. W. T.
- \*\*Joseph R. Tempera, C. R. (G). Arthur C. Temple, C. C. S.
- \*Walter M. Thomas, Bandmaster Thomas A. Todd, C. E. (G)
- \*\*John S. Townsend, C. M. M. Daniel Vandermast, C. G. M.
- \*James J. Welsh, C. Q. M. Christopher Whelan, C. M. M.
- \*\*WILLIAM R. WHITTINGTON, C. M. M.
- \*\*GERHARD WARNE, C. W. T.
- \*\*WILLIAM D. WITHERS, C. YEO.

#### ROSTER OF THE CREW

There follows the names of men who served aboard the *St. Louis* during the war and following the signing of the Armistice, many of them being attached for the entire period. Those whose names are prefixed by two stars are entitled to wear two war service chevrons; those with one star, one chevron.

Abbott, HoraceH. Abel, Herbert. Abernathy, Charles A. Abrigo, Jose B. \*Adams, Almar R. \*Adams, John S. \*Adams, Joseph J. Adams, Justice C Addington, James A. \*\*Ager, Grant E. \*\*Aird, George T. Aitken, Andrew W. \*Alana, Joseph. Albiez, Harry E Albright, Kenneth C. Alexander, James P. \*\*Alfonso, Jose. Allen, Arthur E. \*Allen, Nathan A. Allison, Gerald B. Altman, Herman E. Ammons, Emmet. Andermann, John W. Anderson, Alex. R. Anderson, Earl. Anderson, Ray H. Anderson, Vance M. Anderson, Walter A. Andrews, James H. Andriska, Paul. Aplin, Warren A Arata, Marco L. Archer, George W. \*\*Armer, Joseph D. Armknecht, Henry F. Arnott, George E. Arrowood, Daniel A. \*\*Ashcroft, Harold D. Ashley, Sidney W.
\*\*Ashley, William M. Attebery, Clarence R. Atterbery, Howard C. August, Theodore H. Austin, Alva C. \*Austin, Paul H. Austin, Raymond S.

Axx, Myron G. \*\*Ayala, Juan P. Ayres, Milton P Azzinaro, John P. \*Bacigalupo, Lewis. Backmann, Frank J. \*\*Bagnes, Harry \*Bailey, Clarence A. \*\*Baird, Allan A. \*Baker, Charles M. \*Baker, George H. Baker, Jackson T. Baker, Russell \*\*Baker, William J. \*\*Baldwin, Fred L. Ball, Carl S. Ball, Robert E. L. \*\*Balovich, Toney J. Bane. Earnest. Bangiban, Emilio. Banker, Earl J. Banks, Henry G. Banzon, Urbano. Barker, George. \*Barkes, James A. \*Barkley, William E. Barnes, Charles P. Barnes, Claude S. Barnes, Ralph. \*\*Barnett, Jesse C Barrett, Lewis M. \*Barrows, Walter H. \*Barton, Charles O. Bates, Ralph B. Batten, Waldo G. Batuyong, Genaro. Baudistel, John J. E. Baughn, Fletcher L. \*Baumann, Charles. Bayer, Oscar. \*Bayes, Hobert L. Baylador, Mauricio. \*\*Beal, Charles J. Beatty, Lloyd E.

\*Beck, Albert J. \*Beckhart, Lloyd F. Beckstead, Wesley M. \*Beckwith, Edward L. \*Bedell, Merill E. Beechert, George F., Jr. \*\*Beerman, Otto M. Behan, John L. Belcher, Ward C. Bellew, O. R. Singleton. Bellew, John P. Bellion, John. \*\*Benedict, Frank.
Benedict, William R.
Bennett, Charles M.
\*Bennett, Reuben C. Benson, Leon C. \*\*Bent, David K., Jr. \*Bent, Everett L. \*\*Bent, Henry. \*Bentley, Joseph A. Benzick, Edward. \*Best, Thomas W. Bevan, William H. \*Bienvenu, Joseph A. Black, Addison F. \*\*Blair, Andrew \*\*Bland, Harry H. \*\*Bland, Vern W. Blank, Arthur R. Blankenship, Elton R. \*Blondin, Fred F. \*Boaz, Herbert S. Bobo, George W. \*\*Boeniger, Henry A. Boenke, Harold E. R. Boland, Martin J. \*\*Bonilla, Milton S. Bonnell, Rex J. \*Bonner, Edward C. \*\*Book, Arthur J. Boong-Galing, Felix. \*Borg, August H. Borow, Michael. \*Bosse, Anthony. \*\*Bouldin, Kenneth J.

Beckham, Douglas R.

Bechtold, John.

\*Boussum, Rov E. Boutin, Arthur J. \*\*Bowman, Claude I. Boyd, Nathan M. \*\*Boyd, Robert N. \*Brackett, Randolph C. \*Bradbury, William E. Bradley, Arthur P. Bradley, William M. Brady, Edward W. Brandis, Frederick A. \*\*Brauer, Frederick A. \*Breason, Harold A. Breslin, Thomas A. Breslin, Thomas M. Brewer, Walter C. \*\*Brittain, George D. Brooke, Gilbert D. Brooks, Phillips. \*Broughton, Thomas L. Brouss, Anthony T. Brown, Alfred W. Brown, Cyril E. Brown, Larkin H. Brown, Luther J.
\*\*Brown, Merle L.
Brown, Ralph B. Brown, William A. \*Brownell, Arthur C. Broyles, James C \*\*Brunner, Arnold W.
Brunner, Rudolph M.
Brunton, Perry M. \*\*Buchanan, George. \*\*Buck, Jesse A. \*\*Buckley, Earl E \*\*Bulfinch, Fred E. \*Bulkley, Clifford G. \*Bullock, William L. \*Burall, Charles R. Burch, George R. \*Burgner, James K.
\*\*Burnett, Major M.
Burnett, William R.
\*\*Burney, Dwight W.
Burns, Edward A. Burns, Roy G. \*\*Burton, Dudley H. Burton, Harry C. \*Bush, John W Butcher, Jay W Butler, Emery F. Butler, John T. Butz, Peter. Buyers, Herman J. Buzan, Aura J. Cahill, Clarence V. Cahill, John F. Cain, John W. Calback, Robert J.

Callahan, Michael J. Campbell, Fred C. Canary, Joseph A. Canby, James Y. \*Canfield, Ansley. Cannon, Charles J. \*Capek, Frank A. Capone, Felix. \*Carey, Simon D. \*Carley, Frank P. \*Carlone, Joseph A. \*Carlson, Henry E. \*Carney, Joseph M. Carnicle, Marion C. Carpenello, Jerry Carr, Adolph J. N. Carr, Philip S. Carrillo, Antonio J. Carroll, Braxton S. Carroll, Joseph. Carter, Toy J. \*Casey, John J. Cassidy, Ralph I. Castalde, Salvatore R. Castro, Francis B. Catapang, Pedro M. Cattorini, George A. Causey, Marion C. \*Caya, George. \*Cersosimo, Nicholas P. Chamberlain, Harold A. \*\*Chan, Harry K. \*Chase, Melvin D. Cheadle, Charles R. Chester, Harry S. \*Childers, Lawrence L. \*\*Chrisman, Earl C Christensen, Percy M. Christie, Thomas. Church, James F Clabaugh, John E. Clark, George S.
\*Clark, William M.
Clark, William P. Clarke, George D. Clarke, Robert M. \*Class, Harry M. Clay, Ernest E. \*\*Clayton, Dewey L. \*Clery, Francis M. \*\*Cleveland, Herbert M. Clifton, John. \*Clinton, Joseph. Clodius, Arthur O.
\*Coates, Maurice E.
Coates, Roy A.
\*Coats, William A. L. \*Cochran, Wallace. Cohen, Louis. Colada, Pio.

Cole, Edward T. Coligan, John R. \*\*Collins, John E. Columbia, Edmund D. Concannon, James B. Connell, Clifford L. Conner, Altamont G. \*Connin, Walter A. \*Cooney, William E. \*Cooper, Harvey B. Cooper, Richard F. Cooper, Robert W. \*\*Copeland, Horace W. Cordero, Stephen L. Cornelius, George P. \*Corrinet, Maurice C. Cota, Adelphia J. \*\*Cota, Alfonso A. \*\*Cota, Joseph E. \*Cota, Thomas J. Cottriel, Andrew J.
\*\*Cottriel, William H. Couey, Walter W. Cowgill, Paul L. Craig, Clifford C. \*Craig, Sam A. \*Craigmile, William E. \*Crald, Cicero, Jr. \*\*Creager, Emory C. \*Creamer, Albert. Cregger, Bert E. \*\*Crissey, Foster L., Jr. Critchlow, David M. Cross, Verdi B. \*Cross, William. Crouch, Luther M. Crowder, James A. \*Crum, Carl F. Cruthirds, George A. Cuberly, Oliver C Cunningham, John T. Cunningham, Nicholas A. \*\*Cupp, Luther M. Currier, Dana W. Curry, William J. Curtis, Thomas F. \*\*Curtiss, Rollin M. Cusick, Ehrman S. \*\*Cutter, Edward A. \*Czerwinski, Clarence C. Dago, Klaasen G. Dalphond, Joseph A. \*\*Daly, Charles P. \*\*Daly, Charles W. Daniels, Leo F. Darling, Grover C. Darling, Leon W. \*\*Darlington, Harvey S. \*Daszkiewicz, Walter J. Davis, Albert.

Davis, Charley J. Davis, Charlie T. \*Davis, Iver S. \*\*Davis, John W \*\*Davis, Joseph F.
Davis, Leroy.

\*\*Davis, Wallace R.

\*Day, Clarence W.

\*\*Day, Clarence W. \*\*Dean. Clyde Deanburg, Joe. Dechaux, John H. Deemer, Carl. \*Deering, Lawrence A. DeFelice, Michael De Grado, Andrew. \*De la Cruz, Andres. \*\*De la Guerra, Louis. \*\*Dellarocco, Dominico. Demara, Albert. \*Dembner, Philip. \*Dempsey, Joseph A. De Muyser, Arthur W. \*\*Denman, Kenneth M. De Sota, Virgil M. \*\*De Silva, Joseph A. \*Devereaux, Leon E. Devine, Robert E.

\*\*De Witt, Warren T.

\*Dibbern, William C. Dickerson, Thomas D. \*Diefenderfer, Philip A. \*\*Dillon, John F. Dingman, Henry W.
\*Dinkins, Charles T. Dinkins, Robert W. \*\*Doan, Lafayette L. \*Dobrowolski, Herbert W. Dolan, John L. \*Dollar, Leo A. \*Donaghe, Furman O.
\*Donnelly, Francis J.
Donnelly, Hugh P.
\*Donovan, Michael H. Dooley, Frank R. Dooley, Harry J. Doran, James M. Doran, Joseph F \*\*Dornberger, Fred W.
\*\*Dougherty, Philip D.

Douglas, Roy C.
Dowd, John W.

\*\*Drake, Oliver P.
Drellinger, Henry.

\*Drewes, Frederick W.
Driscoll, Timothy J.

\*Drury, Oscar F.

\*Dudley, DennisF.

\*\*Duggas, Danerville.

\*Duggan, James F.
Duncan, Hamilton P.

\*\*Duncan, William B. \*\*Dunn, George K. \*Dunshee, Walter G. \*\*Durborow, William G. \*\*Dwyre, Max M. Eak, John J. \*Eakman, Richard M. Eason, Harvey T Easterday, Claud E. Eder, Joseph W. Edmonds, Calvin N. \*\*Edwards, Charles E \*Eggleston, Wilford E. Ehrgott, Daniel F. Eiden, Paul J. L. \*\*Elder. Floyd M. \*Eldredge, Chester C.

\*Elliott, Charlie S.
Elliott, Louis E.
Ellis, Harry.

\*\*Emerick, John.
Eminger, Anton
Emmons, Harold M.

\*Empey, Garfield.
Encina, Candido.
English, Joseph F.

Eller, Adam.

\*\*Engmark, Albion G. Enochson, Arthur R. Eppstein, Harold. \*Erlbeck, William A. Espinosa. Edward J. Esterbrook, Lyal P. Ethier, Sudzsic. \*\*Evans, Arthur. \*Evans, Arthur C.

Fairchild, Anthony
\*\*Fairfax, Clarence F.
Fallon, James P.
Farino, Angelo.
\*\*Farnsworth, Leigh L.

Farraher, Martin J.
\*Faschnact, Leroy M.
Fawcett, Jasper R.
\*Fawcett, Paul W.
Feeley, Joseph P.
Fehler, Henry.
Feller, Joseph.

\*\*Ferr, Francis H.
Fetterhoff, Sumner L.
\*Fewster, Leonard.
\*Fields, Marvin.

Field, Richard W. Finch, Breynton R. Finch, Gray

\*\*Finley, Charles E.
\*Finnelly, Timothy.
Finnigan, Andrew J.
\*Fischer, William F.

Fisher, Benjamin A.
Fisher, Thomas A.
\*\*Fitch, James G.
Fitch, William D.
Fleming, Frank J.
Fleming, Bryce Y.
Fletcher, Thomas E., Jr.
\*\*Flick, Robert

Flowers, James R. Flynn, Alexander T. Foran, Francis J. \*\*Forbush, Frank W. Ford, Joseph J.

\*Ford, Robert W. Formentos, Calixto. Forster, Emil G. \*\*Forteza, Felicisimo. Foss, Clarence W. \*Foss, Clarence W.

\*Foss, Clarence W. Foster, Joseph W. Fowler, Kenneth C. Foxen, Raymond J. Foxwell, William N. \*\*Frank, Charles W.

\*\*Frank, Charles W.
Franke, Theodore.
\*\*Franks, John.
\*Franksen, Herman.
\*Frantzen, Theodore, Jr.
Frascati, Charles C.
Frazier, Francis R.

Frazier, Francis R.
Frazier, Francis R.
Frederick, Albert E.
Freeman, George E.
Freeman, William F.
Friedly, Earl R.
Frorlich, Foster.
Fuchs, Charles M.
Fuller, Charles J.

\*Fusaro, William H.

\*\*Futch, Vitus A.
Futrell, Charles
Fyson, Hubert E.

\*Gabbennesch, John P.
Gaboy, Miguel.

\*Gain, Wilbert H.

\*\*Galgani, Louis C.
\*Gallagher, John J.
\*\*Galley, Harry O.
Galvin, Thomas J.
\*\*Ganser, Oliver C.
\*\*Cant, Lengs H.

\*Gant, James H.
Gardner, Joseph M.
\*Garinger, Fred W.
\*\*Garner, Lloyd.
Garrett, Benjamin.

Garry, John J. Garvey, George A. \*Garvey, Patrick T. Geffney, William L. \*Gendron, Herman J.

Garriott, Simon G.

\*Gerken, William R. Gerlander, Frederick H. E. \*\*Gerow, Sterling E. \*\*Gerum, Roger M. Gerant, Roger M.
Gex, Campbell.
Giddens, William H.
\*Gilbart, Warren L.
\*Gilbert, John W. \*Gill, Arthur D. \*Gill, John Gill, Leonard J. Gillespie, Herlie P. \*Gillis, Frank M. \*Gilloly, Thomas J. \*\*Gilman, James. \*\*Gipson, William C. \*Given, Harry B. Glassburner, George B. Glassman, Max. Goetz, Matthias \*Goger, Howard E. Goggia, John, Jr. Goldberg, David. Golden, William L. \*Goldrick, John J. Gomes, Antone P. \*\*Gomes, Jesse A. Gomez, Anton J. Goodman, Charles G. Goodridge, Herbert F. \*\*Goodwin, Ray. Gorton, James Goss, Robert A. \*\*Goss, Robert A. \*\*Gowen, Burrell L. Graham, Edward H. \*Graham, James D. Graham, James D. Graham, Raymond C. Grant, Garnett E.
\*Grant, George E.
Gray, James.
Gray, Jesse A.
\*Gray, John. Green, Arthur E. Greenan, James. Greenwood, James F. \*Gregory, Robert H. Grenier, Clovis A. Griffen, John T. \*\*Griffin, Felix B. \*Griggs, Herbert. Grimes, John M. Grohs, Frederick J. \*\*Grondona, Frank J. Gronic, Stanley. Grove, Albert \*\*Grove, Harold E. Grove, Robert. Grundy, Harold A.

\*Hackett, Walt H. Hackmeier, Louis. \*Hadley, Harold F. \*Hagan, Mark L. Haight, Paul S. Hall. Burton M. \*Hall, Clarence A. Hall, Henry. \*\*Hall, Vernice H. \*Hall, William J. \*Hallowell, Arthur E. \*Hancock, Chester L. \*\*Hanley, Leland S. Hansen, Arthur L. Hansen, Frank W. \*Hardin, Glenn W. Hargraves, Roger A. \*\*Harkins, Donnie S. \*Harkins, Harry H. Harkins, William R. Harmon, John R. Harnish, Paul B. Harper, Wilmer W \*\*Harrington, John B. Harriott, Lloyd C. Harris, Charles W. Harrison, John. \*\*Harriss, Harvey H. \*\*Harriss, James G. \*Harry, George K. \*Hart, Bert W., Jr. \*\*Hartford, George W.
\*Hartman, David E.
\*\*Hartman, Rudolph C.
Hartman, Paul J. \*Harvey, Steward T. \*Haskin, Howard B. \*Haskins, Wilson A. Hathaway, Herbert E. \*Haukedahl, Oscar G. Hawkes, Leon E Hawkins, Robert T. Hayes, George L. \*Haynes, John K. Haynes, Robert F. \*Haywood, Arnold C. Hazen, Roy A. \*\*Hector, Anthony J. Hedge, Delmar E. \*Heggstrom, Albert E. Heigl, Joseph. \*Hein, John J. Heine, John J. \*Heinze, Anker F. \*Henegar, Clarence J. \*Henkels, Alfred F., Jr. Hennessy, Thomas M. Hennion, Harry M. \*Henson, Wesley J. Herendeen, Burr R.

\*\*Herring, Barney E. \*Herye, Hugo D. Heslen, Michael J. Hesser, Fred. \*Heverly, Howard L. Hibbard, Joseph O. \*Hickey, William J. Hickman, Floyd N. \*\*Hileman, John G. Hill, Herbert M. Hill, Verne L. Himmler, Willis C. Hiner, Joseph. Hingley, Edward E.
\*\*Hinton, George N.
\*Hobble, Rowland H. \*\*Hochfeld, Harry Hodges, Charles R. Hodd, Tennyson. \*Hoffmeister, Lee B. Hoffritz, Edward J. Hofmann, Carl. Hofstetter, Emil. \*Hoisington, Carl W. Holcombe, Edward R. Holcombe, Richard A. Holden, Clarence. Holibaugh, Edward D. \*Hollinshead, Forman P. Holman, Paul A. Holmes, Albert L. Honan, Joseph P. Hooper, Robert L. \*Hoover, Ernest E. Horr, Henry. \*Horst, James E. Horst, Wallace P. Horton, Russel F. Houchins, Edgar E. Houston, Virgil H. \*Howard, Elmer L. \*\*Howard, John R. \*Howard, William R. \*Howe, James R. Howell, Carl E. \*Hresko, John. \*Hubbard, Ernest J. \*Huffman, James B. \*Hughes, Peter T. Hughes, Sylvester.
\*\*Hughes, Thomas M. \*Hulen, Frank J. Hummel, Julius W. Hunt, Harry J. Hunt, Joel E. \*Hunt, Joel E. \*\*Hunt, Moses J Hunter, Bert K. Hunter, Robert W. Hunter, Willie A.

Huntington, Willard J. Hurd, Virgil S. Hurley, Reuben B. \*Hustad, Peter A. Hutchinson, Claude. \*\*Iliff, Herbert B. Ingersoll, John J. \*Inkster, John R. \*\*Iona, Walter. Irish, Guy H. \*Irvin, Lambert L. \*Irvine, Carl. \*Irvine, Frank C.
\*\*Jaap, Walter M. Jacobs, Stanley R. Jaconovich, Jacob. \*James, Charles. Jameson, Rex. Jamison, Ralph W. Janisch, Arthur. Jaquith, Willie L. \*\*Jaster, Anthony A.
Jelf, Wayne P. \*Jenkins, George M. Jensen, Chris. H. Jensen, Norman B. \*Jepson, William H. Jernigan, Johnnie F. Jerrue, William A. \*\*Jeswald, Nicholas M. \*\*Jeter, William W. Jr. \*\*Johanson, Edwin. \*Johns, Joseph H. Johnson, Albert H Johnson, Arthur W.
Johnson, Carl A.
Johnson, Carl S.
\*Johnson, David F.
\*Johnson, Edwin J.
Johnson, Evar G.
Lohnson, Cover F. Johnson, George E Johnson, George W. \*\*Johnson, Harry. \*Johnson, Harry A. C. \*Johnson, John A.
Johnson, John G.

\*\*Johnson, Leroy.

\*Johnson, Otto.

\*Johnson, Philip E.
Johnson, Philip E. Johnson, Robert J. Johnsson, Carl G. \*Johnston, Leroy W. Johnston, Will L. \*Jones, Abel. \*Jones, Carlos. Jones, Clifford J. Jones, Francis P. \*\*Jones, Leroy D. Jones, Lewis P.

\*Jones, Robert L. Jones, Robert R. \*Jones, William R. Joscelyn, Guy.

\*\*Juarez, Albert A.
Juarez, Frank J.
Judge, Peter F. Judge, Stephen R. \*Junius, Henry. \*Kahle, Leroy. Kahn, Victor. \*\*Kalaukoa, Joseph. \*\*Kama, Frederick. Kaminski, Edward. Kamp, Alex P. Kane, Harold T. Kane, Robert M. Kaufman, Vera. Kearney, John J. \*Kearney, Philip F. Keenan, Frank M. Keenan, Joseph J. \*\*Keeton, Ronald T. Keffer, Charles S. \*Kehoe, Arthur F. Keholm, Peter. Keirlie, Thomas. \*\*Keliiaa, John. \*Kellar, Albert B. Kellenbach, William L. \*Kelley, John D. \*Kelley, Robert S.
Kelley, Walter J.
\*Kelly, William H.
Kelly, John H.
Kelly, Maryland J.
Kelsey, Theodore H.
Kelso, Grant L.
Kempler, Edward D. Kemmler, Edward D. Kemp, William A. Kemp, Wyatt. Kendall, Thomas W. \*\*Kennedy, Jerimiah W. \*Kenny, Edward P Kephart, Stephen E. Kessinger, Boyd Key, Keeton. \*\*Keyes, Harry L. \*Keyes, Harry W. \*Kiehle, Henry L. Kilbane, Michael F.
\*\*Kiler, Chester L.

Kirk, Homer L. Kirkland, Alfonso R.
\*\*Kirkwood, Hiland G.
\*\*Kirkwood, Merseman L. Kirsten, Otto C. Kistler, William W. Klecka, Joseph W. Klemp, Arthur R. Knearl, Fred H. Knies, John D. Kniffen, Charles A. \*\*Knight, Willet F. \*Knighten, Lloyd. Kniss, Michael E. Knoll, Stanley. Knott, Bernard G. \*Knowlton, Paul G. Knox, Clyde F. Kochanski, Edward J. Kogel, Charles. Kokoruda, Joseph A. Kolling, Robert A. \*\*Kolster, Daniel A. H. Kopke, Herbert A. Kotis, Harry. Kramer, Daniel J. Kregler, William G. Kreitzberg, William. \*Krejci, Frank J. Kretschmer, Robert. \*Kriz, Joseph. Krohn, Bruno F. \*Krohn, Henry E. Kros, Edward W. Kuehne, Harold R. Kuhns, William M. \*\*Kunkel, Karl E. O. Kuny, Alfred D. \*Kunze, Erwin A. Kurtz, Carl W. \*\*Kuykendall, A. I. \*Lacour, Henry J. \*Lacour, Oliver K. \*LaCovey, Edward B. Ladd, Edward H. \*\*LaFazio, Antone. Lain, Charles W. Lake, Jalmer. LaLanne, Frank. Lamb, Harry A. \*Lambert, Leroy. Lamonica, Joseph. \*Lampe, Herman C. Landenberger, Bernard H. Lane, Clayton. Lane, Arthur F Landingham, Earl C. Lang, Frank. Lang, George J.

\*\*Kiler, Elza L.

\*\*Killing, Robert A.

\*King, Colman F.
\*King, Edward M.
King, Stanley C.
King, Loran T.
\*Kirby, George E.

\*Kindler, Raymond M.

Langmack, Henry T. Larimer, Ralph A. Larsen, Viggo H. Larson Charles C. \*Larson, Iven A. \*Lasley, Calvin H. \*\*Laureta, Guillermo. Lavault, Adrian R. Lawrence, Raymond B. Lawson, Percy V. Leach, Marshall M. Leahy, Patrick J. \*Leary, Frederick A. \*Leblanc, Joseph R. Lee, Chaney C Lee, Charles E. Lee, Harry E. Lee, Mack. Lee, Obediah W. Lee, Robert A. \*\*Leekley, Alvin A. \*Lemmon, Theodore B. Lent, Frank B. Lesh, Elmer R. Lewallen, Toney. \*Lewis, Albert H. Lewis, Comer J. Lewis, Carl P. \*Lewis Edward J \*\*Lewis, Edmund V. \*Lewis, Frank. Lewis, Gordon E. \*Lewis, Paul M. Lewis, William E. Libbey, Guy C. Libby, Dewey M. Liddell, Hugh. Liddle, Addis A. Lieb, Larue. Liggett, Jasper W. \*\*Lind, Carroll A. Lindley, William H. Linn, Reuben N Lipscomb, Harold M. Little, Jesse F. \*\*Locke, Arthur D. \*Loflin, Ona H. \*Lominac, Richmond C. \*\*Long, Clyde E. \*\*Long, James L. \*Long, Robert B. \*\*Lopez, Ben D, \*\*Lopez, Victor O.
Lott, Yancy M.
\*Lotzenhiser, William J. Lovdale, Harry R.

\*\*Love, Carmi W.
Love, Daniel H. \*\*Love, James W. Lower, Carl F.

Lucas, William T. Luce, Arthur. Lucken, Thomas J. Ludwig, Henry W. Lukowicz, Andrew J. Lundgren, Raymond C. Lundstrom, Arthur W. \*MacDonald, John. Mach, James G.

\*MacKenzie, William D.
McAuley, Charles E.

\*McBride, Robert J. \*McCaffery, Charles K. McCandless, Lester V. McCann, Johnnie. McCarren, John J. \*\*McCartan, Joseph P McCarthy, Francis D.
McCarthy, John T.

\*\*McCarthy, Robert E.
McCarvey, John B.
McCombs, Percy D. McConville, Charles C. McCook, Walter T \*McCormack, George E. McCormick, Elmer W. McCormick, John D. McCumber, Albert D. \*McDonald, John T. \*McElroy, Earl A \*McFadden, David. McFarland, Robert E. McGee, Francis E. \*McGee, James W McGinn, Arthur E. McGinn, Patrick J. McGowan, John I. \*McIlwain, Albert C. McKee, Guy McKellar, William W. \*McKeon, John J. McKnight, Joe H. McLean, John T. \*McMahon, James F. McManus, Dennis J. \*McMath, Robert D. McMillan, Harold A. \*\*McMullen, Arthur. \*McMurren, Roscoe C. \*McNab, William. McNally, Daniel G. \*\*McNamara, Thomas J. \*McPherson, Herbert F. \*McPoland, James E. McRae, Donald B. \*McWilliams, William C. Machado, George. Maciejewski, Martin J. MacIntyre, Raymond. \*Mackin, Harry L.

\*\*Maddela, Simeon M. Madden, John E. Madison, Renard P. Magnus, David. \*Maguire, Aloysius J. \*Maguire, John A. Mahoney, James J. Main, Frank E. Major, William A. Malate, Pantaleon. Maley, Thomas. Mallett, Charles P. Malone, Basil J. \*Maltby, Miles H. Mangeri, Dominic. Mangrum, Walter W. Mansell, James H. Marcum, Charles. Marengo, Mario. \*Marineau, William T. Markham, Read P. \*Marks, John E. Marshall, John. Martin, Edmund B. Martin, Joseph A. Martin, Joseph L.
\*Martin, Lloyd L.
Martin, Louis T.
Martin, Price H. \*Martini, Leon K Martissavge, William. Martynowski, Bruno. Mase, Clarence R. Mason, Charles A. Massasso, John. Massey, Birdgues. \*Massey, Ennis L. Mastenbrook, Ira. Matheny, Julius. \*Mathews, Glenn E. Matone, Henry J. Mattheis, Adolph W. \*Matthews, William H. Maurer, Raymond. \*\*May, Reginald L. Mayer, Peter. \*May, Henry F \*\*Mays, Howard W. \*Mays, Ralph R. Meck, Lester W. Meegan, Bernard A. Meehan, Joseph N Meehan, Nicholas J. Meihsner, John L. \*Meilleur, Walter A. Melbar, John P. Melnick, Sidney. Mendenhall, Everett. \*Merchant, Louis E. \*Merchlewicz, Vincent P.

\*\*Merrill, Carl M. Merriman, Patrick A. Mertz, Harold E. \*Messer, Philip. Metzger, Harold. Meyer, Norman J.
\*\*Meyers, Walter R. \*Michelson, Harold J. \*Middleton, John. Miles, David E. Miley, Edgar H. Miller, Charles B. Miller, Cleophas E. Miller, Frank B. Miller, Frank B.
Miller, Frank C.
\*Miller, Frank T.
Miller, Jack.
Miller, Robert C.
Miller, Walter C. E.
\*\*Miller, Walter F.
\*Miller, William K. \*Millwee, Ed. E. Minett, Junius E. Mitchell, Samuel D.
\*Mitchell, William D.
Moffatt, Stamford L.
\*Mohr, Charles H. Molloy, Mack. Moloney, Edward J. \*Monahan, Eugene F. Montano, Pedro B. \*\*Monte, John M. Montgomery, James A. \*Moore, Elmer E. \*Moore, Harry E. \*Moore, Herbert M. \*Moore, James R. Moore, William L. \*Moore, Wilber M. Morales, Firmin. \*Morander, William A. Mordick, Thomas. \*Morency, Isidore. \*Morgan, Elmer F. Morgan, George E. Morissette, Felix O. \*Morrill, Wainwright C.
\*Morris, Herrold.
Morris, Robey.
Mote, Morris W. Motsinger, Claud E. Mouat, Elisha E. \*\*Mowers, Raye Z. Moyer, Howard A. Moynihan, Edmund. Mrozinski, C. Muenzel, Carl R. Muirhead, Robert A. Mulcahy, John R. \*Muller, Frank H.

Mullins, Burton W. \*Mullins, Earl C Murphy, Calvert R. \*\*Murphy, Dan J.

\*\*Murphy, Frank P.
Murphy, John J.
Murphy, Jeremiah.
Murphy, Joseph A.

\*Murphy, Joseph A.

Murphy, John J. Murphy, John J. Murray, Edwin B. \*Murray, Floyd S. Musser, Elbert R.
\*\*Myers, William E. Nacionales, Rafael. Neary, Joseph T. Nelson, Charley L.
\*Nelson, Fred K.
\*\*Nelson, John A.
Newell, George R. \*Newman, Jay T. Newton, Horace E. Newton, Leonard T. Nicholas, Oce E. Nichols, Willard G. Nichols, Willard G. \*Nidiffer, John R. Nielsen, Carl J. Nielson, Carl E. \*Niles, Harold K. Nolan, Edward. Nolan, Joseph E. \*\*Noreen, Oscar E. Normandy, Sylvester. \*Norris, Alonzo W Norton, Edward A. \*Norton, James N. Noyes, Paul E. \*\*Numes, Joseph C.
Oakley, Luther H.
\*\*Obispo, Gaudencio. O'Brien, Frank H. O'Brien, Robert E. \*O'Brien, Robert F. \*O'Brien, Walter A. O'Brien, William M. O'Connor, Christopher T. O'Connor, William J. O'Donnell, Hugh J. \*O'Donnell, John. O'Donnell, William H. Ogden, Louis C. Ogden, Oscar J. Offund, Gustav W O'Hare, Stephen F. O'Kane, Michael J. \*\*Olds, Charles V. Olds, Ernest A. \*\*Oliveira, Joseph.

Olson, Reuben E. Orell, Alfred A. \*\*Orndorff, Carl A. Orrell, Arthur L. \*\*Ortega, Jose Y. Osborne, Lester E. Osborne, Robert J. Ott, Harry Overton, Herskel J. \*Owens, Joseph H. Owens, Stanley S. Owens, Thomas E. \*Oxman, Joseph. Packard, Frank L. \*\*Page, Wiley E. Pague, Jessie O. F. Paige, Charles F. Painter, Will C. \*\*Palko, John A. Palmer, Herbert E. Parciael, Carlito. Park, Melvin. \*\*Parker, Frank. \*\*Parker, Ralph W. Parkes, George E.
\*\*Parnell, Charles P. \*\*Pascual, Felipe. Pattillo, Ernest W. Patton, William C. Payne, Joseph H. Peddrick, William B. Pendergast, Robert J. \*\*Perez, Liberato. \*\*Perkins, Lowell H. \*\*Peroni, Peter L. Perry, Fred L. \*\*Perry, George.
Perry, Harold T.
Perry, Homer T.
\*\*Perry, Peter G.
\*Perry, Raymond C. Person, Ford H. Peters, Oliver C. Peters, William R. Peterson, Fred L. \*Peterson, George W. \*Peterson, Nelse A. Peterson, Walter L. Petterson, Carl W. E. Peugh, Owen B. Pfundstein, Steven. Phelps, Hiram. Philbrook, Samuel R. \*Phillips, Barney. \*Phillips, Eugene F. Phillips, Frank M. \*Phillips, Lee H. Phillips, Raymond L. Phillips, William H. \*Phillips, William M.

Olsen, Hatry C.

#### OF THE ST. WAR LOGU. S . S. LOUIS

Phillips, William R. Phillipson, Thomas L. Picht, John J. \*\*Pierce, Mark W. Pinkerton, Justus B. Pinkham, Leland S. Pinkham, Vernon L. Pitkat, William. \*\*Plimer, Frank C. \*Polasky, Stanley Polk, Robert A. Pollorena, Richard S. Pollorena, David G. Pomeroy, Karl V. Ponce, Vicente.

Ponder, William L. \*Poore, Roy G. \*Pope, Frank R. Poplin, Robert S. Porter, Dewey \*Porter, William W.

Portner, Charles A.
Potter, Reese A.
\*\*Potts, Robert B.
Pow, Earle R. Powell, William A. Powell, Joseph J.

\*\*Pratt, Roy B.
\*Pratt, Walter C. F. Prentice, Ralph E. Prescott, Carl, W. \*Prescott, Harold A. Preston, Edwin H. Premo, David L. Prew, Louis E.

\*\*Prewitt, Jesse O. \*\*Price, Dennis H. \*Priestly, Walter.

Pryor, James J. Przywojski, Adolph W Puglio, Anthony J. Pullen, Francis E. Purcell, Thomas F. Pursley, Louis A. \*Purvis, Irvine C.

Pyle, Berthol P. Quick, Edward J. Quicker, Edward \*\*Quirey, Carville M.

\*\*Quirong, Vivencio. Raab, George H. Rabone, William H. Radice, Michael J.

Rafferty, John T.
\*\*Rager, William H. Ragsdale, William E. Ramsdell, Clarence G. Randant, Russell.

Randolph, Arthur S. \*\*Randolph, Walter J.

\*Rankin, Harvey. Rankin, William J. Rathell, Robert E. Rathgeber, George J. Raymond, William. Read, Clarence M. \*\*Reavis, Arthur B.

\*Rector, Darwin E. \*\*Redd, James B. Reddell, Roy A. Reece, Owen M.
Reed, Freeman C.
\*Reed, James J.
Reed, Lewin U.

Reed, Rayden C. Rees, Dan L. Reese, Emmit. Regan, Francis L. Reichert, Albert.

Reid, Martin E.
\*\*Reily, Frank C. Renfer, Willard. Renn, Gustav A.

\*\*Rennacker, William J. Repaci, Charles J. Reynolds, Francis W. \*Rewey, Ralph A.

Rhein, George E. Rich, Carl G. Richards, Paul A. Richard, Walter V. \*\*Richardson, Harry.

\*Richmond, George B. \*\*Rico, Thomas F. Rider, Wynn L. Riedel, Carl A. H

Rietzke, Eugene H. \*\*Rifer, John C Rigby, Harold A. Riley, Frank M.

\*\*Rinkert, George L. Ripkowski, Mike \*Ritchie, Daniel E. Roach, Emery L.

\*Roath, Ralph O. Roatt, Louis J. Robedee, James M. Roberts, Claude F. Roberts, Jackson O.

\*Roberts, Ray Roberts, William M. Robie, Frank C.

\*Robinson, Herbert F. Robinson, John W. Robinson, Leslie G. \*Robitaille, Rodalfleat H.

Robles, Fred A. Rockwell, Edward. \*Rodgers, Edward A. Rodman, Walter T. \*Rogers, Ernest.

\*\*Rogers, Fred F. Rogers, George F. H. Rogers, Joe H. \*Roisten, Harold.

\*Romeo, John F. \*\*Romero, Edward L.

Root, Allen H. Rose, Hobson.

\*Rose, James E. Rose, Raymond H. \*Rosemark, John J. Rosenberg, Jacob Rosenwald, Albert.

\*Roser, Fred L. \*Ross, Ben. Ross, Walter. Ross, Wilber H. \*Rosson, Albert T.

\*Roth, Herman A. Roughton, William H. \*Roush, Uriah J. \*Rowan, Edward.

Rowland, Robert H. \*Rowlett, Cecil Royal, John.

\*\*Royse, Frank\_B. Royse, Jesse J. Rudinski, Charles J. Rudler, Álbert C. Rush, Mauriee A. Rush, Paul P. Russ, Carl J. Russell, John A.

Russell, Vernon M. Ryan, Robert A. Saches, George. Saffell, Henry J. Sage, Merwin G.

\*Salamando, Daniel. Salavsky, William. Salazar, Manuel. \*\*Sanford, George II.

Sangmaster, Norman I. Sangster, Robert M. Santos, Valeriano A. Saria, Juan.

Sarnaek, Joseph A. \*Sasse, William G. \*Sauer, Frederick E. Saunderson, William B.
\*\*Savage, Walter T.
Savies, Owen H.

Schaefer, William H. Schall, Horace A. Schelepsky, Harry. Schell, Ray I. Scherer, George F. Scherer, Walter B.

Schiff, Milton.

\*\*Schimmelfennig, Wm. G.F. Schloer, Frederick W. Schmidt, Alvin R. Schmitt, Conrad. \*Schoof, Harry. Schrantz, John J. Schroeder, Frank E. \*Schroeder, Frank W. Schultz, Édwin. Schunk, Edwin G. Schwartz, Richard J. Schwarz, William J. Schweinfurth, Otto. \*Schweizer, Charles Scott, Elmer L. \*Scott, Leslie A. Scott, Theodore J. Scott, Winfred W. Seaberry, William C. \*Sears, William A. \*Sedeon, Fructuoso E. Seifert, Alfred. \*Sellers, Thomas C. \*Senff, Edward C. Senich, George V. Seufert, Ernest. \*\*Seymour, Harry E. \*\*Seymour, Jack B. \*Shanklin, Albert F. Shaw, Lee Y \*Shaw, Russell M. Sheedy, John A. Sheehan, Charles J. Sheffer, Frank. Shefner, Abraham. \*Shelledy, Dwight J.
\*\*Sherwood, Ben W. Shine, Paul. \*\*Shipp, Willard E. \*\*Shoemaker, Rexford I. Shope, Harry A. Shoplick, Alexander. Sidwell, Albert H. \*\*Siebenlist, Carl. \*Signor, Andrew H. Silva, Antone. \*\*Silva, John E. Silvia, Ernest F. Simmons, George W. \*Simons, Harold E. Simpson, Frank R. Simpson, Harry. Singer, Enoch. Singleton, James R. \*Skinner, Clarence J.
Skinner, Ellis W.
Skinner, Glenn F.
Skyles, Byron.
Slater, Yule J. Slattery, Michael F.

Smallwood, Cyril J. Smart, Joseph P. \*\*Smith, Carey S. Smith, Charles E Smith, Charles H. \*\*Smith, Clinton A. Smith, Cowain V Smith, Edward H. Smith, Ernest M. Smith, George S. Smith, George J. \*\*Smith, Harry E. Smith, Henry W. Smith, Jacob F. \*Smith, John. Smith, John J. Smith, John R. \*\*Smith, Lawrence Smith, Lawrence M. \*Smith, Leslie Smith, Lester B. Smith, Mark.
Smith, Marvin C.
Smith, Theodore H.
Smith, Thomas P.
Smith, Walter W.
Smull, Ward E. Snider, Robert M. Snodgrass, Clarence B. Snyder, Ralph. Sorensen, David W. Soulen, Harry B. \*\*Southeard, William J. \*Spaletta, John C. Speiser, Paul L. Spickes, Schley S. Spielman, Max Spilman, Harold A. Springer, Roscoe C. \*Stafford, Talmage E. \*Stafford, Tyra B. \*Stahl, Elmer J. Stahl, Walter R. \*Staib, Frank. Stallwood, Albert G. Stansberry, Charles. Stansberry, Orville. \*\*Stapp, James R. Staskiewicz, Wencelous. Steagall, Farriv V. \*Steiner, Elmer L. Steinhoff, Bernard. Stephen, Leroy C. Stetler, Therond. Stevenson, Mertin L. \*\*Stewart, Lawrence L. Stewart, Norman M. Stewart, William G. Stewart, Burchard R. Stewart, Jasen L.

Stiber, Charles. \*Stine, Frank R. \*Stirling, Arthur. Stitzman, Luther M. St. John, Joseph E. Stockwell, William B. Stokes, Alfred C. Stokes, Charles L Stokes, Kenneth W. Stokes, Paul W. Stone, Claude C \*Storer, Armyn C. \*\*Storm, Cecil E. \*\*Stowe, Oscar. Stradley, Morgan. Stratton, Allen. \*\*Stribling, William H. \*Strock, Chester E. Strong, George. \*Sublett, Samuel H. Sugerman, Randolph. Sullivan, Harry R. Sullivan, Ralph. Summers, Frederick F. Sumstime, Edmund J. Sunberg, Carl R. \*\*Sundfors, Arthur A. Sundquist, John O. Sutton, Harold F Sutton, Raymond H. Swank, William E. \*Sweeney, Felix F. Sweetman, Harry Sweitzer, Edward N. \*Swink, Emery J. Szenda, Stanley. \*Szyper, John A. Taft, Irvin L. Tainsh, George. \*Tait, Arthur R. Tallman, Homer W. \*Taunton, Charles C. \*Taylor, Bruce S.
Taylor, Charles J.
Taylor, George W.
\*\*Taylor, Henderson N.
Taylor, Robert F.
\*Taylor, Samuel C. Teel, Frank. Teeter, Clement L. V. \*\*Templar, Walter C. Terry, Daniel P \*Terry, Edward E. Thomas, Bryan. \*Thomas, Harold T. Thomas, Lester A. \* Thomas, Roy N. Thomason, Bomen P. Thomasson, Boykin L. \*Thompson, Arthur A.

Thompson, Benjamin K. \*Thompson, Charlie P.
\*\*Thompson, Dean C.
Thompson, Lowell E.
Thompson, Marion W. Thorne, Lee A. Throckmorton, FrancisH. \*\*Tibbetts, Frank L. Tidwell, James L. Tierny, John P. \*Tilley, Selmer C. Todd, Charles B. \*\*Todd, Robert M. Torres, Bonigno. \*Tower, Cathode R. Townsend, George V. Tracy, Joe Troop, Hobart W. Trowell, Aubrey C. Truax, Derward D. Trumbull, Donald D. Tucker, Charles R. Tucker, Lewis H. Tuner, William L. \*Turner, Richard M. \*Tushin, Harry. Tyler, Howard A. \*Tyor, Leon S. Tyrer, Joseph E. Uhl, George F. \*Ulch, Fred. Umstead, Theodore B. Upton, Dean T. \*\*Valencia, Jose. Valenzuela, John. Van Alstine, Clarence L. Van Buskirk, Ira A. Van Loon, James C. Van Sant, George C. \*\*Vanasdol, Arthur W. \*Vane, Albert. \*Vant, Homer F. Vaughn, Edgar S. \*Veillard, Paul M. \*\*Vermillion, Wayne V. Viellenave, Joseph. Vivian, William J. Vollmer, Otto R. \*Voutrin, Bart A. Wagner, Harry S. \*Waldrop, Henry C. Walker, Bea. Walker, Edwin C. \*\*Walker, James H. \*\*Walker, Marion L. Wallis, Thomas F. \*Walls, Harry. Walrath, Earl H. Walsh, George. Walsh, Raymond M. Walsh, Stephen. Walsh, Thomas W Wannan, Edward C.

Ward, Albert R. Ward, Delane D. \*\*Ward, Earl W. Ware, Charles. Ware, William. \*Ware, William. \*Wark, William. \*Warlington, Fred W. Warner, James. Warren, Alvah L. \*Warriner, John P. \*\*Washburn, Orville. \*Washington, Hamp. Waterhouse, Ray C. Watters, Louis H. Way, Edward M. Wayne, Charley. Weatherbee, Warren M. \*Weaver, Chester E.

\*\*Weaver, Clarence E.
Weaver, Clarence E. Webb, Éarl F Webb, James H. Webb, Robert H. Webber, Albert. \*\*Weber, Charles.
Weber, Charles E.
\*Weber, Charlie J.
Weber, Edward J. \*Weber, Harry H. Weber, Oscar A. \*Weber, Walter A. Webster, Clarence S. Webster, Lee L. \*Wedick, Frank J., Jr. \*Weed, Eddie E. \*\*Weeks, John J. \*Weidle, Andrew J., Jr. Weidman, Ralph E. Weigle, Ray O. \*Weirbach, John N. Weiss, Rudolph. Welborn, Hubert M. Welliver, John P Wells, Charles D. Wells, Richard H. West, John C \*\*West, Kenneth M. West, William B. Westle, Louis. Whalen, James J. Wheeler, Elmer. Whelan, Hugo J. \*Whipple, Wesley S. White, Arthur W. Jr. White, Hugh J. \*\*White, John R. \*Whiting, James L. Whitley, Bernarr E. Whitwell, William J. B.

\*Wiesner, John J. Wilberts, Martin E.
\*\*Wilcox, Eddie. Wilcox, John T. \*\*Wilder, Roland. Wilkerson, George D. \*Wilkins, Henry F Williams, Maynard R. Williams, Joseph A. Williams, Ned. Williams, Sylvan E. \*Williams, William. \*Willis, Roy D. Wilmarth, Archibald L. Wilson, Albert L. Wilson, Lewis S. Wilson, Ray L.
\*\*Wilson, Walter W. Winborn, Herman H. Winship, Clarence B. \*Wise, Daniel. Witmire, Elias W. Witnac, Clarence W. Witte, Charles N. \*Witte, Fred. Wiza, Tadeusz. Włodarczepk, Sigmund. Wofford, Lonnie. Wofford, Virgil H. Wohltman, William. Wolcott, Luther C.
\*\*Wolff, Edward N. \*Wolff, Robert W. Woodhouse, Creighton L. Woods, Joseph A. Woods, William M. Wors, Joseph E. L. Worthington, Asa M. \*Wray, Robert T. Wright, Clinton B. F. Wright, Morris. Writer, Daniel. \*\*Wynne, Carey S. Yale, Earl E. \*\*Yap, Juan S. Yarnall, Vernon M. Ybay, Tomas. Yeager, Albert C Yocum, Charles T. York, Francis R. Young, Andrew. Young, Hubert S. Young, James A. Young, Robert G. Zachman, Clarence J. \*Zaricor, Dewitt. Zaucha, Mike. Zeliff, Clarke C. Zepp, Denton R. Zimmerman, Morris. Zink, Simon B. Zucker, Charles A.

\*Wiand, Paul C.

Wida, Barlint.

For several days in October, 1918, the St. Louis and her comony rode out a hurricane in the submarine zone of the eastern Atlantic, which was so severe that the expected destroyer escort did not dare venture forth from the Irish coast base to make contact at the rendezvous THE TEMPEST

#### ROSTER OF THE U.S.M.C.

Members of the Marine Corps who served aboard the St. Louis during the war:

Allen, B. Anderson, C. P. Anderson, D. W. Arneson, F. Babbitt, K. K. Beikirch, L. P. Berg, C. P. Brindon, J. S. Cameron, F. J. Carmody, J. M. Chriaman, D. C. Cochrane, L. H. Coleman, C. S. Cook, J. T. Crane, S. Cuningham, E. L. Daggs, J. P. Daggs, J. T.
DeDoming, R.
Dedrick, C. C.
Deeter, W. T.
Dibble, F. L.
Duke, A. O. Eustis, E. E. Fahey, J. B. Farnell, F. T. Forby, E. D. Gordon, F. W. Gordon, T. P. Haley, A. W. Hendrick, W. Herbst, W. James, A. M.

Jernigan, J. J. Johnson, F. F. Jose, A. M. Joseph, C. Kay, W. J. Kornecheck, A. Lawhorn, J. D. Lounsberry, C. C. Lovell, H. B. McCarthy, C. J. McDaniels, J. W. McDevitt, C. A. McGrady, R. J. Mellott, D. Morrison, T. C. Moss, E. Patton, W. J. Pickard, H. R. Pickens, R. M. Quinn, T. Rollefson, C. R. Schultz, A. Small, J. Steenson, L. D. Sytlive, R. W. Tevelin, J. L. Thorne, P. M. Thorne, W. B. Urlacher, J. M. Valinski, S. Weithorn, T. Wilson, G. H.



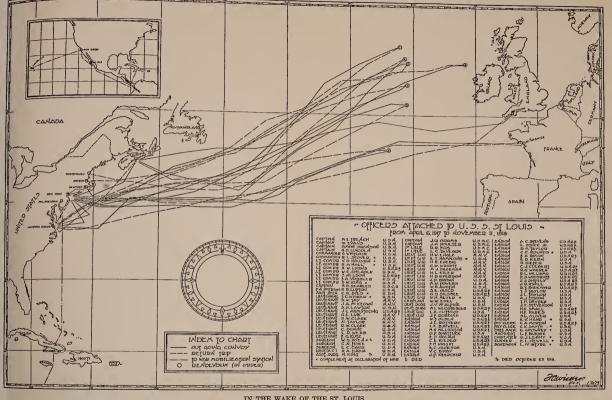
"Signals"

The St. Louis flashing instructions to her charges in a winter convoy off the English Channel









IN THE WAKE OF THE ST. LOUIS

The chart, prepared by Lieut. Frank C. Wisker, U. S. N., presents more graphically than words the remarkable steaming exploits of the St. Louis from the time she left Honolulu, 72 hours after the Declaration of War of April 6th, 1917, until Nonember 11th, 1918, when the Armistice was signed. Since the latter date until July, 1919, the St. Louis added six more round Atlantic trips to her splendid record, making a blad of samething like 120,000 miles logged during the war and Armistice period. The race from Honolulu to the Delaware breakvater, with the Panama Canal and Cula, is shown in the dash-dot line. The full lines with the same and on outstand comou passages; the circles the secret points of contact, where the convoys were turned over to except from U. S. Naval bases in European waters; and the broken line the homeward runs.

